

The Hongkong Telegraph.

WEATHER FORECAST
FAIR

Barometer 29.72

(ESTABLISHED 1881.)

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August 27, 1913, Temperature a.m. 81, p.m. 87, Humidity...86, 72.

August 27, 1913, Temperature a.m. 81, p.m. 87, Humidity...86, 72.

9182 晚七廿月七年丑癸

THURSDAY, AUGUST 28, 1913.

四拜禮 號八廿月八年未己

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TELEGRAMS.

THE WATERPLANE RACE

UNFORTUNATE ENDING.

Reuter's
(Service to the "Telegraph.")
London, Received Aug. 27.

Mr Hawker, on his waterplane race round Britain for the "Daily Mail" prize of £5000, was delayed at Oban owing to a leakage in the float of his machine. This was pumped out, and a brilliant flight was made in the morning over a calm sea, to Larne, the distance being covered in two and a half hours.

Mr Hawker here descended for petrol and was again delayed owing to slight engine trouble. Great enthusiasm and excitement is being provoked over the time allowed to cover the whole distance being most close.

Fell Into Sea.

When fifteen miles from Dublin a wing of Mr Hawker's machine broke and Mr Hawker and his passenger fell a hundred feet into the sea. Mr Hawker cut his head and arm. Both were rescued by coastguards.

A Consolation Prize.

The "Daily Mail" has presented Mr Hawker with £1,000 as a consolation prize.

A Remarkable Achievement.

The unfortunate accident prevented the Australian, Mr Hawker, on a Sopwith biplane, from winning the "Daily Mail" prize of £5,000 in the great race round Britain. He, however, had triumphed, covering 1,043 miles in 1,260 minutes and only needed another 997 miles to reach Southampton by 9.30 tomorrow (Thursday) morning to achieve success, when he fell into shallow water at Lough Shinnedy near Dublin.

The waterplane was badly damaged, and Mr Hawker and his passenger were taken by motor to Dublin Hospital. Mr Hawker's injuries were slight, and the passenger sustained a broken arm.

AMERICA & MEXICO.

PRESIDENT WILSON'S MESSAGE.

London, Received Aug. 28.
Reuter's correspondent at Washington states that President Wilson read his Message to Congress regarding Mexico. He advocated a waiting policy, remarking: "The steady pressure of moral force will break down the barriers of pride and prejudice. We shall triumph sooner as Mexico's friends than as Mexico's enemies." Meanwhile he announced that there would be rigorous neutrality observed between the contending factions in Mexico and prohibition of export of arms and munitions into the country.

President Wilson continued: "We should earnestly urge all Americans to leave Mexico immediately and assist them to do so, not because we wish to slacken the efforts to safeguard their lives, but because it is imperative not to take unnecessary risks."

President Wilson likewise announced that several great Governments had given generous moral support to America's good offices.

HARRY THAW'S CASE.

PROLONGING THE PROCEEDINGS.

London, Received Aug. 27.
Harry Thaw's attorneys have withdrawn the Writ of Habeas Corpus issued by them. This may prolong the deportation proceedings indefinitely.

TELEGRAMS.

IMPERIAL EXHIBITION.

FIXED FOR LONDON.

Reuter's
(Service to the "Telegraph.")
London, Received Aug. 28.

It is announced that the Imperial Exhibition promoted by the British Dominions Exhibition, Limited, and incorporated on May 8, will be held in London in 1915, with the view of showing Empire products and creating better markets throughout the Empire. The site has not yet been decided upon.

The year 1915 has been chosen because the Imperial Conference meets in London then, and it is expected that the Empire Trade Commission's Report will be published by then.

Since its inception a great deal of support has been given to the idea in all parts of the Empire, and the representatives of the Dominions in England have allowed their names to be associated with the project unofficially, it being understood that could in no wise commit their Governments.

Lord Strathearn is President, Earl Grey is Vice President, Mr Charles John Stewart, barrister-at-law and Public Trustee, Treasurer, and Mr Herbert, formerly General Manager of the African Banking Corporation, Assistant Treasurer. Sir Arthur Birch is Chairman of the Finance Committee.

Mr Joseph Chamberlain, Col. Seely and Mr Winston Churchill have written sympathising with the project.

It is hoped that before the end of the year emissaries will start for certain parts with a view to soliciting support.

IMPERIAL DEFENCE.

NEW ZEALAND'S LOYALTY.

London, Received Aug. 28.
Reuter's correspondent at Wellington states that in Parliament the Minister of Defence said the Government's naval defence policy would show that New Zealand was prepared to do its duty to itself and the Empire. Whatever New Zealand did, her ships must be under Imperial control for Imperial purposes. The Government's proposals would show no loosening of the ties with the Mother Country, and New Zealand had not the slightest intention of going into partnership with Australia in naval defence.

ULSTER'S VOLUNTEERS.

THE ADVISORY BOARD.

London, Received Aug. 27.
An official announcement by the Ulster Unionist Council gives particulars of the constitution and membership of the Advisory Board for the Ulster Volunteer Forces.

The announcement directs special attention to Sir Edward Carson's appeal to all men to join the force.

BOILER EXPLOSION.

FOUR MEN KILLED.

London, Received Aug. 27.
Four men were killed and six injured as the result of a boiler explosion which occurred at the Leeds Steel Works.

TELEGRAMS.

THE LONDON STRIKE.

20,000 MEN OUT.

Reuter's
(Service to the "Telegraph.")
London, Received Aug. 27.

It is estimated that about 20,000 men connected with the building trade were idle in London yesterday.

Offer Rejected.
The painters have rejected the master decorators' offer of an increase from 8yd. to 9yd. an hour, claiming 1yd. more an hour, which eighteen firms, however, it is understood, have conceded.

The work of renovating West End slabs and residences is largely at a standstill.

Government Work.
The calling out of certain workers employed by contractors under the control of the Office of Works does not seem to have had a very disturbing effect on the Government Departments.

At Buckingham Palace.
The King's occupation in three months time, painting has not yet commenced, but there are fears that the masquerade now engaged upon replacing work may be induced to come out in sympathy.

DUBLIN STRIKE.

HORSE SHOW AFFECTED.

London, Received Aug. 27.
A strike of tramway men is greatly inconveniencing the Dublin Horse Show.

VICTORIA THEATRE.

The was a good attendance at the Victoria Theatre last night and an excellent programme was offered, including the dramatic film "A Rogue of the Turf." The Misses Raynor and Montez are still in great demand at the Victoria and the latter met with long rounds of applause for her clever singing and dancing. On Friday the 28th inst. a complimentary benefit will be given to Mr. P. Madariaga the able accompanist at the Victoria, who is leaving Hongkong for Manila. A splendid programme has been arranged and to judge from reports as to the booking, there should be a good house. Mr. Madariaga has been very popular among the patrons of the Victoria Theatre all of whom will regret his departure.

CHINA SQUADRON GUNNERY.

The China Squadron seems to have made very good shooting in the heavy gunlayers' tests, judging by the unofficial reports to hand from the Station says the "London and China Express." The Navy is under a very heavy debt—and the Empire also—to the China Station, for it was on it that modern gunnery, as we now know, began. It was the China Squadron which led the way for several years in straight shooting, and it was whilst he was on the China Station that Sir Percy Scott foresaw how what was then called first-class gunnery could be still further improved on, and to-day we have the results in the marvellous shooting of the Orion, which, by the way, is the only battleship fitted with the Scott "director" and the Pollen "clock."

A Tiny Parish.
The little village of Clannaborrough, North Devon, has a population of only 42, so that baptisms, marriages, and burials are not very frequent. Recently the first marriage ceremony for 15 years took place, says the "Church Family Newspaper," but even then the couple were not parishioners, the bride coming from St. Austell, the bridegroom, whose home is at Exmouth, being the rector's brother-in-law.

TELEGRAMS.

HOME RACING.

GREAT EBOR HANDICAP.

Reuter's
(Service to the "Telegraph.")
London, Received Aug. 28.

The race for the Great Ebor Handicap, run at York over a distance of a mile and three quarters, resulted as follows:—

Junior 1.
Charlton 2.
At Last 3.

Twelve ran; won by a head, three lengths separating second and third.
The timing was as follows:—
2 to 1 Junior; 100 to 2 Charlton; 7 to 2 At Last.

HOME CRICKET.

KENT CHAMPIONS.

London, Received Aug. 28.
Sussex beat Warwickshire at Brighton by six wickets.

Kent beat Northamptonshire at Dover by five wickets, and thus won the County Championship.

Worcestershire beat Middlesex at Lord's by 170 runs.
Hampshire drew with Yorkshire at Bournemouth.
Surrey beat Gloucestershire at Bristol by 305 runs.

AMERICAN APPLE TRADE

A Hongkong Agency.

A firm of apple merchants in Washington (U.S.A.) intends to establish agencies in Colombo, Singapore, Calcutta, and Hongkong for the sale of American apples. Shipments will be made during the months of November, December, and January, when the only apples brought to Ceylon came from the United States. They used to arrive every six months in sailing vessels, the apple barrels being packed in huge blocks of ice. Heads that the fruit was fresher and more tempting in appearance and in flavour than the Australian consignments of to-day. "United Empire."

H.M.S. KING ALFRED IN COLLISION.

Spanish Steamer Sunk.

His Majesty's cruiser King Alfred, which left Grimsby on July 31, for the naval manoeuvres, returned to the Harbour in the afternoon and reported that she had been in collision 18 miles off Spurn with the Spanish steamship Umba, bound from Bilbao to Middlesbrough with iron ore. The collision occurred at 8.15, and the trader foundered 75 minutes later. The cruiser picked up the crew of 25 hands and their kit. The squadron was manoeuvring when the collision occurred, and the Umba was struck amidships, and was so badly damaged that it was surprising she floated so long.

The King Alfred anchored in Grimsby roads, and divers were sent down to examine her hull. The crew of the Umba were sent ashore in the destroyer Sylvia. The Umba is a steel screw steamer of 2,456 tons, built at Havre in 1908 and owned by Bilbao.

Hongkong readers will remember that the King Alfred preceded the Minotaur as flag ship on this station.

TELEGRAMS.

SINGAPORE'S NEW DOCK

LARGEST EAST OF SUEZ.

Reuter's
(Service to the "Telegraph.")
London, Received Aug. 27.

Reuter's Singapore correspondent says His Excellency Sir Arthur Young, K.C.M.G., opened the new graving dock, which he named the "King's Dock."

It is the largest east of Suez, and takes vessels of the Olympic's size.

The opening of this dock was announced in a telegram from our Singapore correspondent yesterday.

ULSTER RIOTING.

EXTENSIVE INSURANCE.

London, Received Aug. 27.
In consequence of the rioting in Ulster, insurance to the amount of £13,000,000 was effected yesterday.

THE GILBERT.

New Cutter for the Bureau of Customs, Manila.

The Taikoo Dockyard & Engineering Co. of Hongkong, Ltd. have just completed a very finely modelled steel screw steamer built to the order of the Bureau of Customs, Manila. The vessel, named "Gilbert," is 165 feet long over the sparhead, 25 feet beam, and 15-1/2 feet moulded depth, and has been built equal to the highest classification of Lloyd's Society.

The vessel, with its clipper stem, surmounted with a neatly carved eagle and sweeping trail-board, and long overhanging stern, has a graceful, yacht-like appearance. She has a continuous main deck with long shade deck over, and is rigged as a fore and aft schooner.

A powerful quick warping windlass is fitted in the bows to handle the stockless anchors. The crew are berthed under the main deck forward, and shaft the crew space is a large fresh water tank, also a magazine fitted up with the usual flooding and draining arrangements.

On the main deck forward is a steel house containing rooms for engineers, pantry, bath, and saloon. The saloon is handsomely fitted up in polished teakwood. The captain and officers are accommodated in a teak house on the shade deck. On the after part of the shade deck is a teak house containing the engine room, panelled in oak and furnished in the most approved manner. Midships on the shade deck is a house for the wireless operator.

Triple-expansion engines and two powerful boilers of the builder's own make have been fitted.

The steam steering gear is housed at the aft end of engine casing and a Remington refrigerating machine has been fitted in a similar compartment at the aft end of the casing, with a large cold storage compartment under the main deck aft.

The vessel is fitted throughout by electricity and has a powerful searchlight fitted on the fore mast.

She carries four boats, one being a fast motor launch. A powerful steam capstan is fitted on the shade deck for quick handling of the boats.

The "Gilbert," which is one of the finest vessels built in Hongkong, is sure to create a very favourable impression, and the Taikoo Dockyard are to be congratulated on their latest production.

TELEGRAMS.

BALKAN AFFAIRS.

HOLDING THE PRISONERS.

Reuter's
(Service to the "Telegraph.")
London, Received Aug. 28.

In view of the uncertainty of the situation, neither Bulgaria nor Greece is liberating its Turkish prisoners, whereof it is stated that the former holds 40,000 and the latter 80,000.

WOOTTON V. SIEVIER.

Concerning the Costs.

Some uncertainty exists in the public mind as to the precise effect of the verdict and judgment given in the action Wootton v. Sievier, heard before Mr. Justice Darling and a special jury. The jury awarded the plaintiff one farthing damages, and the judge entered judgment for that amount, with costs against the defendant.

Two courses as regards costs may be taken when a verdict is returned for one farthing damages. The defendant may be ordered to pay the plaintiff's costs as well as his own, as happened in this case; or each side may be ordered to pay their own costs, as happens in a considerable percentage of cases. The latter course is adopted for special reasons, one of which is that the damages are regarded as "contemptuous."

damages in Wootton v. Sievier the defendant asked that the plaintiff might be ordered to pay his own costs, but the judge, without specifying what the special reasons were, but indicating that they existed in his mind, declined to accede. Mr. Sievier, therefore, pays both his own and Mr. Wootton's costs.

What those costs exactly embrace is a question which the taxing master decides. Unless specifically ordered by the Court, they are not costs as between solicitor and client. "Solicitor and client" costs cover every item of expenditure incurred, great and small. In the absence of such a judicial direction the taxing master exercises a discretion within authoritative rules. Counsel's fees are allowed, but only within certain limits. The taxing master allows a fee which he considers to be reasonable in the light of the character and importance of the case. He will not allow any "fancy" fee which the victor has chosen to pay to what is called a "fashionable" firm. If the victor employs two King's counsel, as in this case, he might consider that only one was necessary, and allow for one only. Cases have occasionally gone to the Court of Appeal for decision upon such disallowances.

So it is with the other costs incurred by the successful party. Costs may be claimed, for instance, in respect of a number of consultations with the client's solicitor, but if the taxing master considers that some of the consultations were unnecessary, he will not order the unsuccessful party to pay them. The same principle guides throughout. So it follows that in every case where "solicitor and client" costs are not ordered, even the successful litigant is something out of pocket.

Learning by Experience.
We are glad to note that the P. W. D. is profiting from the experiences of the recent typhoon and is re-laying the Praya, Central, with tar macadam.

Japan and U. S. as Sea Powers, according to a writer in "The Scientific American," are nearly equal in naval strength. When present orders for battleships are complete, Japan will have twelve dreadnoughts, the United States thirteen. The Japanese gun-power, however, will be slightly in excess of that of the American vessels.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

It is reported that the revolt in Szechuan is spreading.

The County Cricket Championship has been won by Kent.

Junior won the Great Ebor Handicap by a head from Charlton.

The Imperial Exhibition has been fixed to be held in London in 1915.

A strike of tramwaymen is greatly inconveniencing the Dublin Horse Show.

President Wilson's Message to Congress regarding Mexico advocates a waiting policy.

Singapore's new dock is the largest east of the Suez and will take vessels of the size of the Olympic.

It is estimated that about 20,000 men connected with the building trade in London are idle because of the strike.

The Peking Parliament threatens not to sit until the arrest of Senators and Representatives yesterday is explained.

Cruisers and troops shelled Nanking all day yesterday, the results of the firing being terrible; the rebels are exhausted.

Bulgaria has 40,000 and Greece 80,000 Turkish prisoners, but they are being held in view of the uncertainty of the situation.

A German cruiser while making for Wuhu was fired on by the rebels whereupon she cleared for action and silenced the aggressors.

The New Zealand Minister for Defence has declared that New Zealand's ships will be under Imperial control for Imperial purposes.

Col. Bruce, Captain Superintendent of Police at Shanghai, has been appointed adviser to the Chinese Government in police matters.

With only 497 miles to go, Mr Hawker fell into the sea near Dublin in the waterplane race round Britain; the "Daily Mail" awards him £1,000 consolation prize.

LOCAL.

The annual meeting of the United Asbestos Company was held to-day at noon.

About \$100,000 worth of notes of the Kwang-tung Province have been seized in the Colony.

The annual general meeting of the China and Manila Steamship Co., Ltd., was held to-day.

The Taikoo Dockyard and Engineering Co. have just completed a fine steel screw steamer built to the order of the Bureau of Customs, Manila.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.
Bijou Scenic Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre, 9.15 p.m.
Bijou Scenic Theatre, 9.15 p.m.

Tuesday, September 2.
Auction of H.M.S. Alacrity, on board, 11 a.m.

Auction of H.M.S.S. Handy and Janna, 11 a.m.
Moonlight Bathing North Point, 9.15 p.m.

Saturday, September 6.
Concert at Theatre Royal, 9.15 p.m.

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Hongkong, 1st Aug. 1912. [55]

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Hongkong, 1st Feb. 1912. [152]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

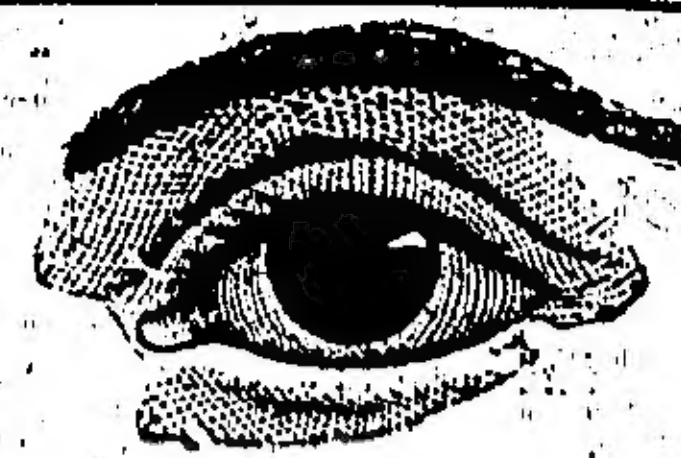
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Developing, Printing & Enlarging
Hongkong, 1st July 1913. [14]

Notices

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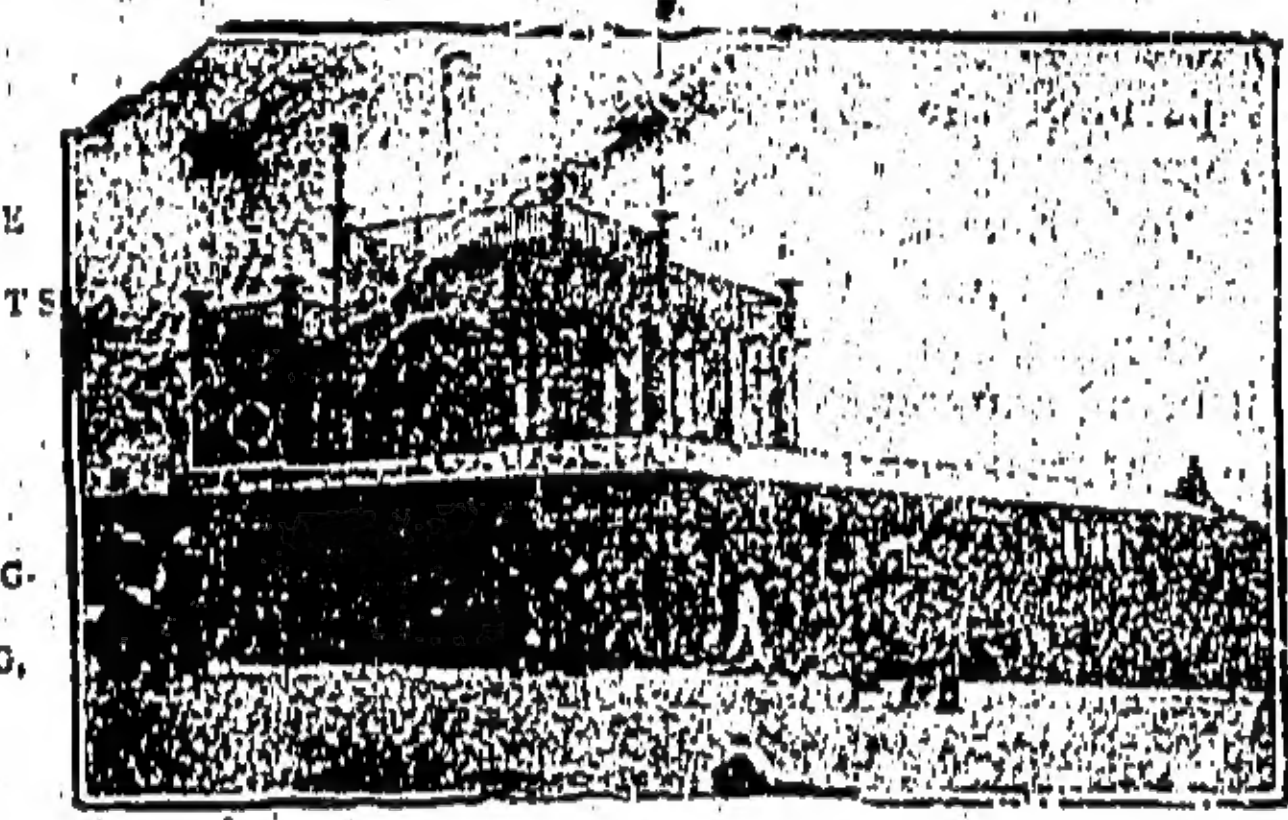
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OUR CONTEMPORARIES.

Daily Press.

The Coinage Problem.

These local problems in the
past have served to direct the
attention from time to time in
regard to China's Treaty under-
taking to establish a uniform
National Coinage, for a frequent
outcome of discussions on
currency questions of all kinds in
Hongkong has been some re-
presentation to His Majesty's
Minister to urge upon the Chinese
Government the imperative
necessity for taking steps to im-
plement the promise made in the
Mackay Treaty to establish a
uniform national coinage through-
out China. The fact that the
Colonies are now trying to solve
its subsidiary coinage problems
by its own methods does not
abate one iota the pressing need
for the prompt introduction into
China of remedial measures
which will minimise the evils of
instability of exchange, and the
present does not seem to be a
better an inopportune moment to
suggest that the Chambers of
Commerce in the Far East should
renew their representations to
Peking, for we believe no re-
presentation has been made on
this subject since the change of
Government occurred in China.

South China Morning Post.

The Foreshore Nuisance.

A subject which has agitated
the public of Hongkong for years
is the abominable condition of
the waterfront in the Wanchai
and Shaukiwan districts at low
tide. Several references to the
disgusting, evil-smelling prac-
tices of the boat population in
these haunts have appeared in
our columns and, as predicted, an
outbreak of disease has happened,
with which, fortunately, the
authorities are coping fairly suc-
cessfully. The outbreak is attrib-
uted to the consumption of shell-
fish, and although there is no
occasion for alarm, according to
the Medical Officer of Health
(whose duty is to put as bright
an aspect as possible upon such
matters) there is no maintain-
occasion for energetic Government
action to bring to end a condition
of affairs which has offended the
eyes and nostrils of passers by for
many years. Colonel Younan
did not over-state the case in the
slightest degree when he
"thought the foreshore at Shau-
kiwan was a positive disgrace to
a place like Hongkong."

China Mail.

China's Silk Industry.

The silk industry of China is
reputed to be 4,000 years old and
for 2,000 years the country has
been noted for its silk. To-day
this product occupies the premier
place among its exports, account-
ing for 25 per cent. of the value
of goods sent abroad. At one
time China supplied the West
with all its silk products; within
the last 50 years it still supplied
half the trade. It has now been
overtaken by Japan and has to be
content with less than a third of
the world's trade. In 1910 Japan's
contribution was 38 per cent.,
China's 31, Eastern Europe 10,
and the Levant and Central Asia
11 per cent. The Chinese silk-
worm is the most-favoured dis-
tributed in by nature the best in
the world, producing naturally from
the best mulberry the largest
quantity of the finest silk but
China has made no attempt to
counteract by scientific remedies
the effects of disease or to apply
scientific methods to the industry.
The result to-day is that the pro-
ducing capacity of the Italian
silkworm is four times that of the
Chinese.

GENERAL NEWS

Shantung Coolies for Rubber Industry.

200 Shantung coolies who have been recruited at Dairen by an agent of Mr. R. Taguchi, formerly of Dairen, who has embarked upon the manufacture of rubber at Singapore. These coolies are for employment at his factory, and were to sail last Sunday by the S.M.R. Co.'s collier Tami Maru. The terms of contract are 57 sen gold per capita per day for 10 hours' work, and extra hours to be paid for at the rate of 10 sen per hour.

Strong-Patrolling at Woosung.

Admiral Li left Woosung last Thursday afternoon and came to Shanghai to have an interview with Admiral Tseng. He is still staying at Shanghai. The situation at Woosung is unchanged. The detachment stationed at the railway stations of Kiangwan, Woosung Creek and Woosung Forts have been withdrawn. But the positions before the forts facing Paoshan are reinforced, as an attack against the forts is possible only from there. The patrolling service at and near the Woosung Forts is much increased.

Orange Growing in Australia.

Latest reports indicate a good orange crop in Australia. At the Fairview oranges, Renmark, four acres of Washington navel oranges averaging 10 cases to the tree—equal to 800 cases per acre. These trees are 16 years old, and are in perfect condition. From a total area of about 13 acres of bearing trees, the proprietor expects to gather between 5,000 and 6,000 cases. He had already sent away more than 1,000 cases. Last year 36 mandarin and tangerine orange trees in this plantation, which is on the sandy slope known locally as the 60ft., yielded 350 cases of fruit.

A Bi-lingual Journal.

A class of literature almost peculiar to Japan is the bi-lingual journal issued for the purpose of assisting in an interesting manner in the study of English. The latest number of the "Chugwai Eiji Shimbun" to hand contains, besides jokes and snippets from the English papers published in Japan, selections from Shakespeare, Carlyle, Francis Thompson, and so on, not to speak of the adaptation into a somewhat antique kind of English of Shikitei Shamba's "Henpecked Man," which appeared in these columns some weeks back. The Japanese student of English who can swallow all these at a gulp is well on his way to knowing all there is to know in the language—"Japan Chronicle."

Railway Travelling in Japan.

The Japanese Imperial Railway authorities have decided to abolish first-class cars on local services. According to the "Asahi" first-class cars are to be discontinued on trains between Yoshimatsu and Kagoshima, and both first and second between Yoshimatsu and Tanigashira on the Kagoshima line from the 16th instant. The present system of running three-class trains in Japan was adopted from the English example. The Osaka Journal considers the car de luxe unnecessary on the Japanese trains, which it describes as being no larger than a coffin, but it urges the improvement of the third-class service, a long journey in a third-class car being a severe ordeal. The "Asahi" hopes that the improvement of the third-class will go hand-in-hand with the abolition of the first.

Burns' MSS. Dispute.

The Liverpool Athenaeum, which sold the Glenriddel manuscripts of Robert Burns's poems and letters to a London firm, stating, it is understood, on behalf of an American millionaire, has been informed by a Glasgow legal representative of the nearest heir of the poet that the legality of the sale will be questioned. The London firm, says the Exchange Telegraph Company, is requested not to part with the manuscripts until the ownership and their future destination are either amicably adjusted or settled by the court. Burns clubs and other Scottish societies, at a meeting, have protested against the sale, and suggested that the Lord Mayor of Liverpool should take steps to have the sale of the manuscripts rescinded.

SERVICE MATTERS

Captain Ewart, R.C.A.

Capt. C. N. Ewart, Royal Garrison Artillery, has been posted to Plymouth as an armament officer on returning from the Straits Settlements where he has been serving for four years as Staff Officer to the Colonial Forces.

Col. Seely Nearly Hit by a Bullet.

Col. Seely, the Secretary of State for War, had an alarming experience August 1 while witnessing field firing competitions in connection with the Aldershot Command rifle meeting. In the competition for the Smith-Dorrien Cup, teams composed of double companies attack an enemy represented by groups of mechanical targets, and the men load their rifles before advancing to the firing point. Apparently the safety catch of one rifle had not been fixed securely, for as the men advanced one cartridge exploded. The bullet, striking the ground close in front of the man, ricocheted over the head of Col. Seely and the group of officers surrounding him at the firing point.

Employment of Senior Naval Officers.

The avenues of employment open to flag officers continue to increase. Vice-Admiral Sir Robert Lowry's flag has just been hoisted at Rosyth, thus inaugurating the Scottish naval command, and in the near future it may be expected that a Southern flag appointment will be created by Portland being elevated to the dignity of a rear-admiral's command. The number of appointments for senior officers has more than doubled during the present century, and it is not unreasonable to anticipate that, as compared with 17 billets filled by flag officers and commodores in 1900, there will be a total of 40 by 1916. The aggregate already stands at 35, including six commodore's appointments, and, in addition to the status of the Portland command being increased when Capt. Gerald Morescaux, the new captain-in-charge is advanced in rank, the constitution of an Imperial Squadron, to be based on Gibraltar, will give employment to a vice-admiral in command and a rear-admiral. The new scheme of naval distribution which Mr. Churchill has foreshadowed is also expected to result in the creation of commodore's, if not rear-admiral's, commands, so that the scope of employment for senior officers has every indication of being still further widened in the near future—"Globe."

Repair Work at Chatham.

A gratifying example of dockyard efficiency for repair work was recently witnessed in the case of the battleship Exmouth, says the "Globe," after a series of misfortunes terminating on her touching the ground while proceeding from the Nile to Sheerness for repairs. The original mishap was a fire in the after cross-passages down below near the magazines, which were eventually flooded by order of the captain on a report from one of his engineer officers that the temperature was very high in the vicinity of the magazine doors. The subsequent events may be taken as typical as to what would happen if the war was a real rather than a mimic one in the North Sea, as the Exmouth belonged to one of the opposing fleets. As a result of the fire considerable damage was done to the ship itself, while the cordite ammunition in the after magazines was rendered useless, and all the electric cables, switchboards, and other property in that part of the ship were destroyed. The ship, however, was rushed up the Medway to Chatham, docked for examination of her bottom after grounding, her magazines were emptied and refilled with new ammunition, all her electric cables and switchboards were repaired and made serviceable, new shut and hoist motors were installed, and the ship was coaled. The Exmouth reached Chatham on a Sunday, but workmen were not to work, and the ship left Chatham again to rejoin the fleet the following Tuesday afternoon—a highly creditable piece of work, which indicates that crippled ships will quickly be patched up, if their wounds are not too bad, in time of war, and sent back to rejoin their respective fleets in the fighting line.

THE BLACK HAND.

(Continued from yesterday.)

"Why, John Davis," said Mr Flynn, with a laugh, "you ought to be ashamed of yourself."

The little man began to whimper, and told Mr Flynn all his history since his trial in London the previous year. Scotland Yard had sent him to Australia, with a warning not to return to England. The lure of counterfeiting had drawn him to America, as Mr Flynn had foreseen. His plant in Revere was ready to turn out a million dollars in counterfeit tens when it was raided.

In the spring of 1906, while still awaiting the chance to catch Lupo and Morello, Mr Flynn learned that an order had come from Portland, Ore., to a New York machine shop for what is known in the trade as a "corrugated collar," a tool that is used to mill the edges of coins, as well as for other purposes. It seemed rather a long distance to send for an article that might have been bought in Portland, and Mr Flynn deemed it worth while to send a man out there with it. His agent followed the person who claimed the "collar" at the express office in Portland to a railroad station, and went with him about a hundred miles by train into the interior, where a backboard met him to take him to a ranch twenty miles from the railroad. A week later a group of Secret Service men visited the ranch and found a counterfeiting plant that was turning out five-, ten-, and twenty-dollar gold pieces, with the result that Edward R. Cool and three other professional counterfeiters went to prison for long terms.

These and other cases had given Mr Flynn added experience and reputation, but the two Italians still remained at large. It was not until the summer of 1908 that there were indications of a revival of interest in spurious money in Little Sicily. The Secret Service "shadows" now reported to Mr Flynn that Morello and Lupo had been called upon one evening by three Italians named Cina, Silvestro, and Palermo who had been concerned in the distribution of the "Morrison five," and had been convicted therefor, and had served their sentences. The next day Mr Flynn's men told him that Silvestro and Palermo had brought a fourth ex-convict, named Callacchio, to the bandit chief. Callacchio was an engraver by trade. The gang was going to take up counterfeiting again, as the presence of an engraver would seem to indicate, and the bogus money was to be made in America, not in Italy.

And now Mr Flynn began the construction of his biggest man-trap. A counterfeiting plant is not complete without a printing press, which requires a printer. It was only a day or two after the conference of these members of the old "Morrison five" gang that, by a strange coincidence, Cina was appealed to in the street for assistance by a young Italian. He told Cina that he was a Calabrian in need of work; by name Antonio Comito; by trade a printer. To Cina's gratification, on questioning Comito, he found that he knew all about colour printing, the texture of paper, and the working of hand presses. (Whether or not Mr Flynn had anything to do with bringing about this strange coincidence no one but himself and Comito knows.)

In September, Cina purchased a small farm about three miles from Highland, N.Y., a village on the Hudson, opposite Poughkeepsie, the farmhouse being half a mile from the nearest neighbour. The young Calabrian, Comito, who was now boss printer, accompanied Cina and Callacchio when they purchased a printing press that was set up in the farmhouse, and with them he made many trips back and forth between Highland and New York—travelling by way of Poughkeepsie and crossing the bridge over the Hudson—for the purchase of dies, ink, paper, and other materials that were shipped to the farm. On every one of these visits to the city a Secret Service agent at the Poughkeepsie railroad station made a note of their going and coming, and another agent followed them from the Grand Central Station in New York and jotted down memoranda of the

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LINSTED & DAVIS,
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THE HONGKONG LAND
INVESTMENT &
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shops and warehouses where purchases were made.

It was not until midwinter that the counterfeiting plant was set up and in running order, and then a man named Antonio Cecela brought from New York plates made by Callacchio for the printing of five-, two-, and one dollar bills. Before the plant was abandoned Comito had run off his press \$40,000 in bogus money, \$3,000 of it in fives and the rest in ones.

(Continued on page 10.)

THE DYSENTERY EPIDEMIC.

How to Avoid it, and How to Fortify the System if Attacked.

The gravity of dysentery, which is often so rapidly fatal, cannot be exaggerated. Hence this article, which is published in the best interests of the community.

While at the first onset of diarrhoea everyone should consult his doctor, that the disease may be nipped in the bud, he should remember that the same treatment which will build up his strength to overcome the disease will also prevent him getting it.

Dysentery is eminently a question of nutrition. Hence, a food which is easily assimilated and entirely absorbed from the stomach is the first requisite. Of such foods, none can compare with Sanatogen, of which The British Medical Journal states: "Sanatogen is the best of artificial foods, easily retained and easily assimilated."

Some sixteen thousand doctors have endorsed Sanatogen as the greatest revitalising and reinvigorating preparation for fortifying the system against infection.

If, however, dysentery has been contracted, the statement of Mr Arthur R. Thorburn (The Mission House, Singapore) shows the best chance of speedy recovery. Mr Thorburn writes: "My wife has for the last sixteen weeks been suffering actually

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Apply to:—
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TO LET.—(from 1st July, 1913) No. 2 Mountain View, The Peak. Apply LINSTED & DAVIS.

Hongkong, 9th June, 1913. [345]

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from dysentery, caught on one of our local steamers coming down the Malay Peninsula. From the very first she has taken Sanatogen, with this happy result, that, instead of being, as many are, after these many weeks of unceasing dysentery, a helpless invalid, she is bright and cheerful, and her strength has been largely maintained. She has had no other food for some time—simply Sanatogen.

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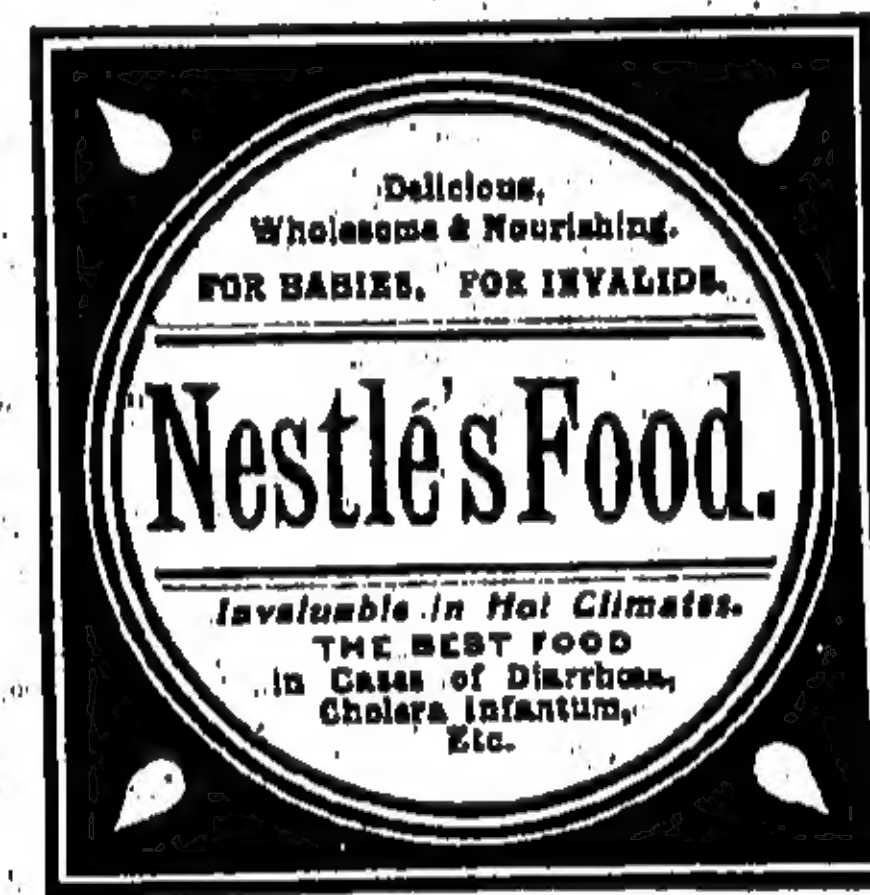
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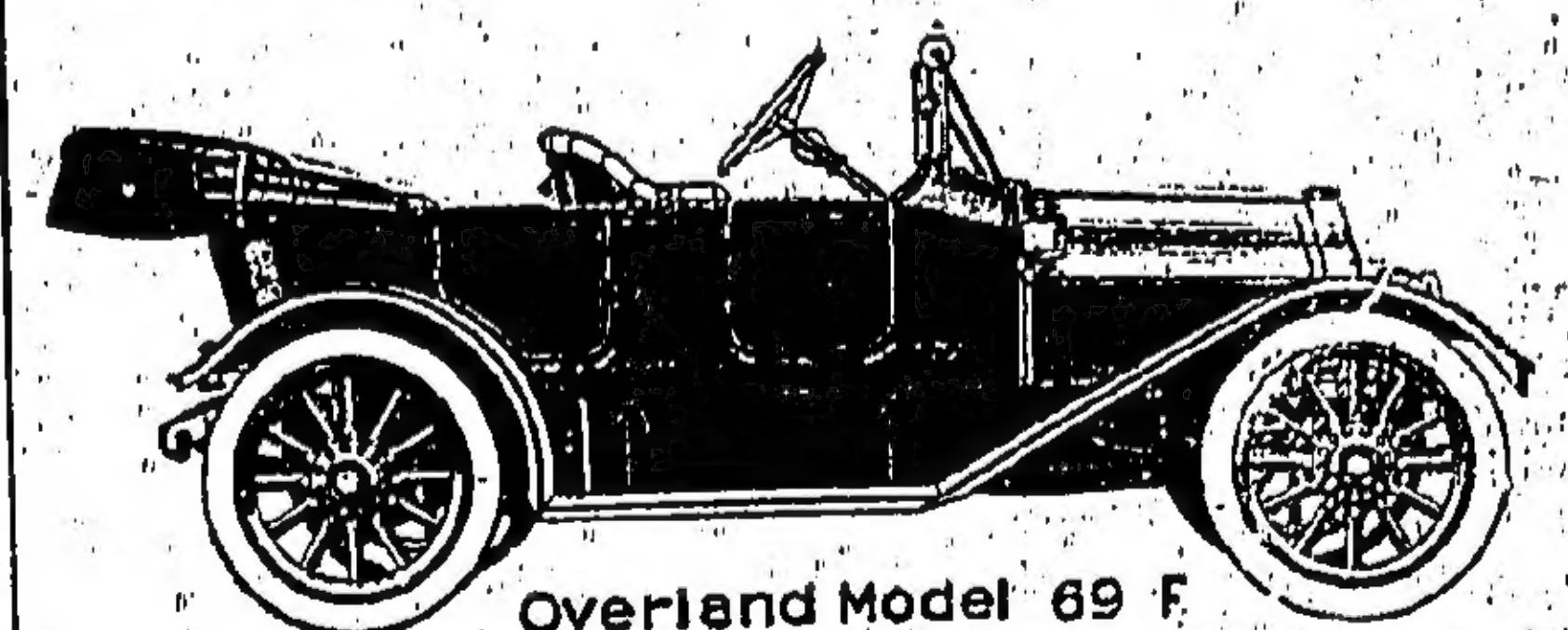
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Mr. Leon Kendal's Prophecy.

Instinct.

Sun and Hwang Reported Among Them.

Pecksniff and Podsnap.

Mr Maurice Hewlett on the Good People.

On the whole, however, "Lore of Prosperine," as literature, is the finest piece of work Mr. Hewlett has done for a very long time. There are descriptive passages in the book which are equal to anything he has ever done; and when we remember how the spirit of the open breathes through all the descriptive passages in "Open Country," that is saying a deal. "Lore of Prosperine" is a book at which one can cat and come again. . . .

^{ON} "Lore of Prosperine," by Maurice Hewlett; Macmillan's Empire Library. London: Macmillan and Company, Limited.

If, as appears to be the case, Mr Gerald O'Donovan is a newcomer to literature, he has made an excellent start. "Father Ralph" will probably be the best-discussed book during the present season. It is less a novel than a long and severe indictment of Roman Catholicism in Ireland. Even to the non-Catholic, the charge seems over-stated, the pictures of hypocrisy and meanness greatly over-drawn. Mr O'Donovan writes as though he knew priesthood and training for the priesthood from the inside; but he writes also as a scoured man and so damages his case. Knowing, as nearly everyone does, the self-sacrificing lives of Irish country priests—a self-sacrifice which only a clear-burning faith could sustain—we cannot believe that Irish Catholicism is so full of dry-rot. Mr O'Donovan would have us believe. He admits to here and there a good priest; but they are seriously in the minority in his book. Yet "Father Ralph" is eminently readable. In a purely literary sense it is a careful and notable bit of work which promises better things to come if Mr O'Donovan will turn his pen into a lighter channel.

o Father Ralph, by Gerald O'Donovan; Macmillan's Empire Library. London: Macmillan and Co., Ltd.

Mystery as to Chan Kwing-ming's Movements in Malaya.

Where really is Chan Kwong-ming, the outlawed ex-tutor of Canton? asks the "Strait Times." We have asked that question of various people who might possibly be expected to know and there is no satisfactory answer. He is variously reported to be in Singapore, Penang and Ipoh and if the truth were known he may be in none of them. It is known that he fled from Canton to Hongkong where he was escorted on board the N.D.L. steamer York with the Honkong papers complete, a ticket for Singapore. He came to Singapore, is believed to have landed and was understood to have continued the journey to Penang. At the northern Settlement his arrival was duly recorded in the newspapers, and later it was reported that he had gone by train to Ipoh and was there living in strict retirement. Now, however, some doubt has been cast upon this report of his arrival in

Penang, and it is believed in some quarters that he slipped into obscurity in Singapore and was impersonated by someone else for the journey to Penang in order to put potential pursuers off the scent.

One can quite understand Chan Kwing-ming's craving for privacy. There is nothing to show that the reward of \$50,000 offered for his capture is an authoritative edict, and it certainly does not have the appearance of Yuan Shih-kai's tactics. Having scared the ex-tatuh out of China, the President no doubt feels that he has accomplished all he needs, and the fugitive is not likely to return for some little time. A circular has come to Singapore from Hongkong intimating the price of \$50,000 on Chan Kwing-ming's head but the seal which purports to convey the Presidential authority is a bogus one and the circular itself need not be taken as genuine. Nevertheless, there are probably many who would take a gambling risk of acquiring that nebulous fifty thousand and the ex-tatuh cannot be too careful.

Chan Kwing-ming's position in the Straits, if he is here, is somewhat invidious. As a political offender he cannot be arrested. Any political refugee may asylum here—until "the authorities" move him out. So Chan Kwing-ming cannot yet call the Straits his home.

Little Damage Done

The inquiry which will be held in due course will doubtless furnish all details of the disaster which befel the *Matsura Maru*, the new Mitsui Bishi Goshi Kaisha boat on her maiden voyage from London to Hongkong when only two days journey from her destination. In the meantime, says the "Singapore Free Press" of August 20, it must be a great consolation to her owners to know that, providing there is no great disturbance of the waters surrounding the Paracel islands in the China Sea, there is good reason to hope that the vessel and her cargo of valuable machinery will be recovered little the worse for the mishap.

Captain Keith and the eight European and forty Asiatic members of the crew, who were rescued from their precarious situation by Captain Yamawaki and brought to Singapore in the *Hitchi Maru*, are at present in Singapore awaiting instructions as to what to do. A representative of the "Singapore Free Press" was yesterday able to elicit a few further particulars of the disaster.

With the reports that have been brought into Singapore during the last few days of encounters with typhoons in the China Sea it is natural that the disaster should at first have been associated with these disturbances. It has since been made clear, however, that the "*Matsura Maru*" ran on the reef in a comparatively calm sea. It was almost dark at the time. The vessel quickly assumed a sloping position in which she remained when her crew were rescued.

the Hitachi Maru's boats some

hours later. During that time the distressed vessel had been constantly showing signals for help. Very little damage was done besides the making of a small quantity of water forward.

The removal of the cargo which is mostly heavy machinery and on work will not be effected without considerable difficulty. Two E. E. Telegraph Co's meteorological messages from Hongkong on the 18th inst showed the wind to be at 10 a.m. S. E. 5 and at 4 p.m. E. 4.

Three Men Killed In Explosion.
According to Osaka papers, the
Yashahi Iron Works recently
bought 125 kwon of scrap iron
and while this was being sorted
the factory a terrific explosion
occurred, three men being killed
at the spot, and two others severely
injured. One died on the way
to hospital. The roof of the
factory was blown off. It is
estimated that among the old iron
was a live shell. One of the
workmen probably struck it with
a hammer, when it exploded gen-
erally about forty men are at work
in the building but they were
fortunate enough to be absent at
the time of the explosion.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochrane	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. B. E. Prichard	Yangtze
Britomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Hongkong
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and tug	380	—	300	Master H. Smith	Hongkong
Olio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Penang
Fame	Torpedo-boat destroyer	380	6	5,700	Lt.-Com. Wilkinson	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	Weihaiwei
Hampshire	1st class cruiser	10,850	10	20,500	Capt. M. R. Hill	Weihaiwei
Kont	1st class cruiser	9,000	14	22,000	Capt. Allen T. Hunt C.S.I.	Weihaiwei
Kinsba	River gunboat	616	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Merlin	Surveying ship	1,040	—	—	Capt. F. C. O. Pasco	Labuan
Minotaur*	1st class cruiser	14,900	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Monmouth	1st class cruiser	9,800	—	22,000	Capt. B. H. F. Bartlett	Weihaiwei
Mooreen	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Shanghai
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Otter	Torpedo-boat	385	6	6,300	Lt.-Com. R. W. Wilkinon	Hongkong
Ribble	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. E. J. G. Mackinnon	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snake	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo-boat destroyer	350	6	6,000	Gunner W. H. Ryder	Hongkong
Tamar	Receiving ship	4,050	6	—	Com. R. L. Anstruther C.M.G.	Hongkong
Teal	River gunboat	180	2	800	Lt.-C. Hon. Guy Stelford	Yangtze
Thistle	Gunboat	710	2	900	Lt.-C. H. R. Cottrell	Yangtze
Usk	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Virgo	Torpedo-boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Welland	Torpedo-boat destroyer	590	—	7,500	Com. Seymour	Weihaiwei
Whiting	Torpedo-boat destroyer	360	6	5,900	Lt.-Com. R. Novills	Weihaiwei
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. O. Borrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
C. 27.	—	—	—	—	Lt.-Com. McGillwie	Hongkong
C. 30.	—	—	—	—	Lt.-Com. J. Gaines	Hongkong
C. 38.	—	—	—	—	Lt.-Com. Pope	Hongkong
T.B. 035.	—	—	—	—	Lt.-Com. H. Hadley	West River
T.B. 036.	—	—	—	—	Lt.-Com. Stileman	Hongkong
T.B. 037.	—	—	—	—	Lt.-Com. Nicol	Hongkong
T.B. 038.	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Jorram, K.O.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION

		French.					
Dupleix **	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai	
Kleber	Armoured cruiser	9,700	12	19,600	Capt. Gourin	Hongkong	
Decidee	Gunboat	645	10	1,000	Lieut. Vandier	Canton	
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton	
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier	Tongku	
Peiho	Gunboat	130	—	—	Lieut. Collin	Tehong-kin	
Dondard de Lagree, Gunboat	—	—	—	—	Lieut. Dupuy Duteims	French China Station	
** Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station		—	—	—	Lieut. Bolair	Saigon	
Lynx	Submarine	—	—	—	Lieut. Guillaume-Louis	Saigon	
Protee	Submarine	—	—	—	Lieut. Aurillac	Saigon	
Styx	Armoured gunboat	1,798	10	1,700	Capt. de Frigate Rouisen	Hongkong	
Fronde	Destroyer	350	7	303	Comdr. de Marquesnac.	Saigon	
d'Iberville	Destroyer	—	—	—	Com. Voisin	Saigon	
Pistolet	Destroyer	130	7	300	—	Saigon	
Mousquet	Destroyer	307	6	300	—	Saigon	
Manche	Surveying-ship	1,025	10	9,000	—	Saigon	
* Flagship of Commodore Boucicaut, Commanding the local defence Indo-China.		—	—	—	—	—	
		German.					
Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau	
Goeben	Armoured cruiser	11,900	36	23,000	Captain Brueninghaus	Tsingtau	
Itis	Gunboat	900	12	1,300	Comdr. v. Gohren	Canton	
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai	
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau	
Luchs	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow	
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger	Tsingtau	
Other	River gunboat	—	—	—	Capt. Lieut. Fiebo	Yangtze	
Scharnhorst	Flagship	11,000	30	26,000	Capt. Roßing	Tsingtau	
S. O.	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau	
Taku	Torpedo-boat	280	4	6,000	Obit. z. S. v. Manbenge	Tsingtau	
Tiger	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau	
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton	
Waterland	River gunboat	223	4	500	Obit. z. S. Dressler	Yanchoo	

UNITED STATES VESSELS ATTACHED TO ASITAIC STATION.

				Portuguese.			
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong	
Jacoo	Gunboat	—	—	—	Capt. Martins	Macao	
Patria	Gunboat	700	—	—	Capt. Luiz A. de Magalhães	Oyres Macao	
-2-	Submarine	—	—	—	Ensign G. Bradford	Cavite	
-4-	"	—	—	—	Ensign W. H. Pastley	"	
-6-	"	—	—	—	Ensign H. L. Rabel Daffer	"	
-7-	"	—	—	—	Ensign C. M. Yates	"	
Libany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising	
Mainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Sprance	Cavite	
Murray	Torpedo-boat des.	420	7	8,000	Lieut. O. N. Keller	"	
Malloa	Gunboat	243	8	250	Ensign W. L. Halberg	Canton	
Thamesey	Torpedo-boat destroyer	420	7	8,000	Ensign Woodson	Cavite	
Pininnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising	
Male	Torpedo-boat destroyer	420	7	8,000	Ensign F. T. Berry	Cavite	
Recurar	Torpedo-boat destroyer	420	7	8,000	Ensign F. Cogswell	"	
Ilcano	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai	
Helena	Gunboat	1,302	8	1,988	Com. G. R. Marvell	Shanghai	
Chican	Station ship	1,000	6	1,100	Lieut. V. R. Lowe	Cavite	
Conadnock	Monitor	3,990	6	3,000	Com. W. C. Cole	Olongapo	
Portrey	Monitor	4,084	4	5,277	Com. W. C. Cole	"	
Campana	Gunboat	243	8	—	Ensign P. J. Peyton	Cavite	
Scotaqua	Sea going tug	854	2	1,600	Lieut. S. W. Wallace	Canton	
Ompey	Repair ship	3,085	—	—	Com. C. W. Cole	Cavite	
Amros	Gunboat	350	2	208	Ensign O. St. A. Botsford	Shanghai	
Rainbow	Cruiser	4,860	14	1,800	Lt. Com. D. W. Wurtzbaugh	Swatow	
Mar	Gunboat	243	8	250	Lieut. G. C. Dickman	Shanghai	
Saratoga **	Cruiser	8,115	14	17,401	Commander H. A. Wiley	Shanghai	
Alalobos	Gunboat	370	9	208	Lieut. E. Durr	Shanghai	
Elmington	Gunboat	1,392	8	1,894	Commander J. F. Hubbard	Hongkong	
Conatuck	Tug	402	—	650	Chief B'wsain. B. O. Halliwell	Olongapo	
** U.S.S. Saratoga, Flagship Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Asiatic Fleet, temporarily							

AMERICAN NEWS.

Items From the Latest Mails.

The international health campaign referred to by Ambassador Page in a recent speech in England is to be conducted by the Rockefeller Foundation. This has been admitted by Mr. Starr J. Murphy who has charge of the charities of Mr. John D. Rockefeller. Mr. Murphy said that there was no new gift of \$100,000,000 involved in the campaign as reported, and explained that Ambassador Page in referring to that sum, probably had in mind the fact that Mr. Rockefeller had presented the income of \$100,000,000 to the Rockefeller Foundation at the time it was incorporated. The Foundation, Mr. Murphy explained, planned specifically to make a study of the hook worm disease throughout the world, similar to that already instituted in the United States. This would probably be followed, he said, by investigation into other health conditions. The hook worm disease is prevalent all over the world in a belt 30 degrees north and south of the equator, and especially in India, where over 60 per cent. of the natives, according to British statistics, are affected. Dr. Wickcliffe Rose, of Washington, D. C., who has had charge of the Rockefeller Foundation's campaign against the hook worm in the United States, will leave for India soon to begin a study of the disease, with the co-operation of British physicians.

Torpedo Boat's Destroyed Record.
All speed records for vessels of her displacement have just been shattered by the torpedo-boat destroyer Aylwin over the measured mile course at the Delaware Breakwater. And never did a vessel of any size traverse the 60 miles between the Breakwater and Reedy Island as the destroyer did on her run back to the William Cramp Ship and Engine Building Company's yards, where she was constructed. Her time was 1 hour and 17 minutes. The average speed of vessels over this distance is four hours. On her trial over the official course the destroyer clipped off on her fastest run 32.51 knots. This is equal to more than 37 statute miles an hour. She averaged 31.33 knots, or 1.83 knots in excess of her required time.

Uniform Marriage Laws.
According to a Washington message of July 24, constitutional amendment to empower Congress to regulate marriage and divorce has been proposed in a joint resolution by Representative Edmonds, of Pennsylvania. The resolution would amend the Constitution to provide: "Congress shall have the power to establish uniform laws on the subject of marriage and divorce for the United States, and to provide for violation thereof."

Objection to "Rebellion."
The word "rebellion" as applied to the Civil War, was voted out of the North Carolina State Constitution, if the people ratify one of the amendments passed by the constitutional commission. In its stead "the war between the States" will be placed in the Constitution.

Government Clerks' Debts.
It is advised from Washington that clerks in the Government departments either must pay their debts or relinquish their places. The latest department to emphasize this order is the War Department, and an order signed by Secretary Garrison is being handed to all the employees. The order says that "creditors and collectors will be denied access to employees" during office hours, and adds: "But while the Department will not permit itself to be used as a collection agency, it will not consider as a fit employee any one who contracts a debt and then without sufficient excuse neglects to make payment." Similar regulations are in force in the Departments of State, Agriculture, Navy, Interior, and Commerce, but they are not considered so drastic as the interpretation of the order issued today by Secretary Garrison.

More Torpedoes Wanted.
According to Congressman F. A. Britten, of Illinois, a member of the House Naval Committee, "there are not enough torpedoes in this country to-day to fight one round in a combat with another nation." With the others of the committee Mr. Britten has been making an inspection of the

naval stations on the Atlantic coast. "Immediately upon my return to Washington," he said, "I shall introduce an order to double the capacity of the torpedo station at Newport. Our committee spent three days at Newport and learned that the New York plant which is turning out torpedoes can deliver only 200 a year. If war was declared tomorrow we would be in a sorry plight so far as torpedo defence was concerned. We learned that some of the torpedo boat destroyers in commission have not enough torpedoes on board to-day to fire more than one shot through their tubes." Mr. Britten spoke enthusiastically of the naval stations at Norfolk and Newport, and said that in his opinion they should be made the principal naval bases of the country, with Philadelphia, New York and Boston as repair yards. "All the so-called Southern yards should be abolished," he added. "Their only use is to fatten the popularity of Southern Congressmen."

FEATURES OF THE REVOLT.

The Rebel Point of View.

In spite of the numerous disappointments and reverses experienced by the rebels, Chinese men of standing and experience do not take an optimistic view of the situation, remarks the "North China Daily News." They feel that the present trouble can hardly fail to drag on for long, and some of them are pessimistic enough to fear that, whichever way the revolt ends, the effect upon China will be the same—either bankruptcy or partition. Since its inception the revolt has undergone a marked change both in its general character and leadership. But this notwithstanding, and allowing for the fact that money is no longer so plentiful as a month ago, many fear that before the end is reached the movement will yet spread wider.

Those intimate with the rebel councils do not need to go far to find the cause of the initial lack of success of the movement—that is, apart altogether from whether it had fundamentally the elements of gaining general approval. The absorption of power by Yuan Shih-kai alarmed many all over the country, but while the moderate minded favoured measures for curbing him, they were not, in the pre-revolt days, prepared to go the length of taking up arms. Those with a knowledge of constitutional history urged that before armies were sent into the field against him, he should be impeached, and if obstacles were placed in the way of impeachment or if the President declined to take heed of it, then would be the time to raise the flag of revolt. Had such a course been pursued, moderate men declare that far more people would have been attracted to the ranks of the rebels. The action of Huang Hsing and his colleagues was too precipitate for them, hence the revolt lost a large amount of valuable sympathy.

Another factor which contributed to the absence of any initial success was to be found in the fact that no secrecy was kept. General Chen Chi-mei had had the experience of taking Kiangnan Arsenal in 1911, when he had practically only to walk in, and on this occasion he anticipated a like triumph. In fact, so simple did the task appear to those accustomed to work with palm oil that the observance of secrecy did not present itself as a necessity, and the matter was openly discussed.

Briefly, the rebel assertion now is that too much was divulged about the scheme generally, the Government had ample time to prepare, and hence failure ensued. Emissaries from the rebel councils had been sent all over the country, but in certain places they were forestalled. By sending \$4,000,000 to Canton they say that the President was able to secure the allegiance of the leading men there. Similar things happened elsewhere.

An interesting account of what the rebels had decided upon is now to hand. Tean Chun-hsuan, the Generalissimo, would not

take the Presidency himself, but it had practically been resolved to offer the position to a Manchurian Prince Kung for preference, who would be a figure-head, with one of the leaders of the revolt as his Premier. This would be a sop to the Manchus to induce them to lend their aid during the trouble. What happened to Tean Chun-hsuan and his schemes we now know. Following upon his flight from Shanghai he visited Canton, spent a day in looking at the situation and then went off Singapore.

Others of the rebel leaders had different objects. Chen Chi-mei, for instance, appears to have aspired to be a petty sovereign in Shanghai, where he could rule much as he did in 1911 and have large funds to handle. All determined that Nanking should be the capital.

Just now we find that the revolt has been deserted by two of its heads, for Tean Chun-hsuan is in Singapore and Huang Hsing in Japan. Of the activities of others no longer here, it is not necessary to speak at present.

Huang Hsing for the time being is an absolute outcast. Proscribed by the Government, he is also an object of contempt by the rebels, and were he to return to China at this stage of the proceedings, his lot would be an unhappy one, although, as every one knows, even cases of his sort have a knack of being arranged in these days.

Chen Chi-mei is said to be at Kading, but he is not the man the rebels want for their leader. Of the men still in the field the leadership is believed to be divided between two, namely Li Lieh-chun, who is in Kiangsi, and General Nyon Yang-chien, late commander at Woosung Forts, who is reported to be keeping Chen Chi-mei company at Kading. The latter is said to have a great influence over his men, and will be able to keep them together even though money is no longer plentiful.

Looking to the position of the rebels spread over a very wide stretch of country, in bands here and there with no apparent communication, the impression is forced upon one that it is now largely a case of every man fighting for his own hand. To say that is to go a little beyond the exact position, but on the whole this is the result brought about by the Government campaign.

Prior to the outbreak, the rebels in different quarters were well in touch with each other by means of the telegraph, but a very astute move by Yuan Shih-kai put an end to this advantage. At various points he put his men in possession of the telegraphs, and as they were soon backed up by the army, he very quickly had the rebels isolated from each other. They are thus reduced to the expedient of sending any message by courier, and thus for the time being cohesion and concerted action are impossible.

It is but one short month since the rebels confidently declared that the revolt could be supported by the ordinary taxes levied in the rebellious provinces, but to-day they are forced to confess that their hopes have been falsified. In the case of Kiangsu, for example, they have never had a sufficient control of the province to enforce the collection of taxes on a scale large enough to do them any good whatsoever. Country people have fled from the scene of strife, and even if this were not so, they realize, too late now, that the ordinary income would not suffice to support their armies. They are now relying on the hope that even on the small wages which it is possible to pay, the soldiers will continue the struggle, and point to the personal magnetism of General Nyon Yang-chien.

But a more potent factor in their case is the belief that the money said to have been spent by Yuan Shih-kai in buying over officials in different parts of the country will carry on the President only for a short time longer. If they can continue their resistance to the Government armies for yet a while, they believe that Yuan will no longer be able to count on the allegiance of these men, and that then their cause will receive a great strengthening. Nanking is admitted to be the all-important centre, carrying with it the prestige of hundreds of years, and while it holds out they have every hope that other provinces will rally to their support.

MARKET PRICES.

Hongkong, August 14, 1913.

BUTCHER MEAT.

Beef Sirloin & Prime Cut, — Mei Lung Pa	lb.	18
" Corned, — Ham Ngau Yuk	"	18
" Roast, — Shiu	"	12
" Breast, — Ngau Lam	"	12
" Soup, — Tong Yuk	"	15
" Steak, — Ngau Yuk Pa	"	18
" Sausages, — Ngau Chaung	"	20
Black's Brains, — Know	per set	10
" Tongue fresh, — Ngau Li	each	46
" corned, — Ham Ngau Li	"	55
" Head, — Ngau Tan	"	60
" Heart, — Ngau Sum	"	12
" Hump, Salt, — Ngau Kin	"	15
" Feet, — Ngau Kask	"	8
" Kidneys, — Ngau Yi	"	9
" Tail, — Ngau Mei	"	18
" Liver, — Ngau Kon	"	12
" Tripe (undressed), — Ngau To	"	6
Calves' Head & Feet, — Ngau-chai-tau-kark	set	\$1
Mutton Chop, — Yeung Pei Kwai	lb.	25
" Leg, — Yeung Pei	"	25
" Shoulder, — Yeung Shau	"	22
Pigs Chitlings, — Chu Chong	"	27
" Brains, — Chu Know	per set	2
" Feet, — Chu Kark	lb.	12
" Fry, — Chu Chak	"	30
" Head, — Chu Tau	"	13
" Heart, — Chu Sum	each	10
" Kidneys, — Chu Yiu	pair	8
" Liver, — Chu Con	lb.	24
Pork Chop, — Chu Fai Kwai	"	23
" Corned, — Ham Chu Yuk	"	—
" Fat or Lard, — Chu Yau	"	—
Sheep Head and Feet, — Yeung Tau Kark	set	65
" Heart, — Yeung Sum	each	7
" Kidneys, — Yeung Yiu	"	9
" Liver, — Yeung Con	lb.	25
Smoking Pigs, To Order — Chu Cha	"	18
Suet, Beef, — Sang Ngau Yau	"	25
" Mutton, — Sang Yeung Yau	"	18
" Veal, — Ngau Chai Yuk	"	26
" Sausages, — Ngau Chai Chaung	"	—

POULTRY.

Chicken, — Kai Chai	lb.	45
Capon, Large, Small, — Sin Kai	"	38
Ducks, — Ap	each	20
Doves, — Fan Kau	"	20
Eggs, — Kai Tan	per doz	48
Fowls, Canton, — Kai	"	40
" Hainan, — Hoi Nam Kai	"	28
Geese, — Ngoi	"	—
Geese, Wild, — Shang-ho Yea Ngoi	"	—
Mus Deer, — Wong Keng	"	—
Hare, Shanghai, — Tu Chai	"	—
Partridge, — Cho Khoo	pair	3
Pheasant, — Shan Kai	each	32
Pigeons, Canton, — Pak Kup	"	25
" Hoihow, — Hoi How Pak Kup	"	—
Quail, — Um Chun	"	—
Rice Birds, — Wo Fa Cheul	dozen	—
Snipe, — Sa Choy	each	—
Turkeys, Cock, — Phor Kai Kung	lb.	65
" Hen, — Na	"	45
Wild Ducks, — Sai — Shang hoi Sui Ap	"	—
Teal, — Sui Ap Chai	"	—
Wild Ducks Canton, — Sang-Shing Sui Ap	"	—

FISH.

Barbel, — Ka Yu	lb.	10
Bream, — Bin Yu	"	18
Canton Fresh Water Fish, — Hoi Sin Yu	"	18
Carp, — Li Yu	"	22
Catfish, — Chik Yu	"	20
Codfish, — Man Yu	"	32
Crabs, — Hai	"	16
Cuttle Fish, — Muk Yu	"	17
Dab, — Sa Mang Yu	"	13
Dace, — Wong Mei Lun	"	18
Dog Fish, — Tit Yu Se	"	18
Eels, Congor, — Hoi Mann	"	—
" Fresh water, — Tam Sin Yu	"	28
Eels, Yellow, — Wong Sin	"	32
Frogs, — Tien Kai	"	30
Gardoon, — Pak Kup Yu	"	13
Herrings, — Tao Pak	"	24
Halibut, — Cheung Kwan Kup	"	15
Labrus, — Wong Fa Yu	"	28
Loach, — Wu Yu	"	40
Lobsters, — Lang Ha	"	18
Mackerel, — Chi Yu	"	28
Monk Fish, — Mong Yu	"	28
Mullet, — Chai Yu	"	22
Oysters, — Sang Hoo	"	20
Pargelish, — Kai Kung Yu	"	18
Perch, — Tai Loo	"	9
Pike, — Fa Paw Foong	"	20
Plaice, — Pan Yu	"	40
Pomfret, Black, — Hak Chong	"	24
Pomfret, White, — Pak Chong	"	48
Prawns, — Ming Ha	"	9
Ray, — Fai Pa Sa	"	18
Rock Fish, — Sak Ka Kung	"	12
Shrimp, — Chai Yau	"	—

肉食

Salmon, — Ma Yan Y	lb.	40
Shark, — Sa Yu	"	11
Skate, — Po Yu	"	32
Shrimps, — Ha	"	36
Snapper, — Lap Yu	"	30
Soles, — Tat Sa Yu	"	20
Tanch, — Wan Yu	"	24
Turbot, — Cho How Yu	"	40
Turtles, small, fresh water, — Kork Yu	"	—
White Bait, — Ngau Yu Chai	"	—

FRUITS.

Almonds, — Hung Yau	lb.	33
Apples (California), — Kow San Ping Kho	"	25
" (Chefoo), — Tin Chun Ping Kho	"	20
" Small, — Hoi Tong	"	—
Custard, — Fan Lai Chi	each	1
Bananas, fragrant, Canton, — San Shing Heung Chiu	lb.	3
" (brides), Macao, — San Heung Chiu	"	—
Chestnuts, Chinese, — Foong Lut	"	12
Carambola, — Yeung Tue	"	12
Cocoanuts, — Yeh Tse	each	12
Lemons, China, — Ning Moong	lb.	8
" America, — Kum San Ning Moon	"	—
Lichees Dried, — Lai Chi, small Stone	"	20
" Fresh	"	—
Limes, (Saigon), — Sai Kung Ning Moong	each	—
Mango, Manila, — Lai Sung Moong	"	—
Mangosteens, — San Chuk Tse	doz	—
Oranges, (Canton), — San-shing Tim Ching	lb.	—
" Sweet	"	—
Pears, (American), — Kam San Shoo Lay	"	30
" (Canton), Cooking, — Sa Lay	"	—
Peanuts, — Fa Sang	"	12
Persimmons Large, — Hung Ohie	"	—
Pine-apples, 1st quality, — Poon Ti Paw Law	each	—
" 2nd, — Chung-tang Paw Law	"	—
Plantain, — Tai Cheu	lb.	3
Plums, — Swatow, Hung Lai	"	10
Pumelo, Siam, — Chim Lo Yau	each	15
" Shanghai, — Lo Kwai	"	—
Walnuts, — Hop Tuo	lb.	14
" Green, — Sang Hop Tuo	"	—
Water Melon, — (Am.) Koon San Sai Kwa	each	—
" (China) Sai Kwa	"	—
Grapes, — Sang Po Tai Tse	lb.	—

VEGETABLES, &c.

Artichokes, Shanghai, — Sheung-hoi Ah Chai	lb.	10
Beans, (French), Macao, — Oh Moou Pin Tau	"	25
" (French) Shanghai, — Sheung Hai Pin	"	20
" Sprout, — Ah Cho	"	6
" Long, — Tau Ko	"	8
Beet Root, — Hung Choi Tau	each	5
Brinjals, Green, — Ching Yuen	"	6
" Red, — Hung Ker	"	5
Cabbage, Chinese, com, — Kai Choy	"	10
Cabbage Red, — Hung Yea Choy	"	—
Cabbage, Shanghai, — Yeh Chai	"	12
Cane Shoots, bunch, — Kau Shun	lb.	—
Cauliflower, Large size, — Tai Yeh Cho Fa	each	—
" Medium size, — Cheung Yeh Cho Fa	"	—
" Small size, — Sai Yen Chai Fa	"	—
Carrots, — Kam Shun	lb.	6
Celery, Chinese, — Tong Kan Chai	"	8
" English, — Yeung Kan Chai	"	—
Chillies Dried, — Gon Lai Chiu	"	20
" Red, — Hung Far Chiu	"	15
" Green, — Ching Lai Chiu	"	12
Curry Stuff, English, — Kar Lee Chai Liu	"	—
Cucumbers, — Ching Kwa	"	6
Bitter Squash, — Fu Kwa	"	8
Garlic, — Que Tau	"	10
Ginger, young, — Sun Tse Keung	"	10
" old, — Lo Keung	"	15
Horse Radish, Shanghai, — Lik Kan	"	12
Indian Corn, — Suk Mai	each	5
Lettuce, — Yeung Sang Chai	"	2
Water Chestnuts, — Ma Tai	lb.	8
" Mandarin, — Kwai Lum Ma Tai	"	30
Mushrooms, Fresh, — Sang Cho Koo	"	10
Musk Melon, Amer., — Kam-san Hong Kwa	each	10
Krook, —	"	—
Onions, Bombay, — Yeung Chong Tau	"	8
" Green, — Sang Chong	"	—
" Shanghai, — Shang-hoi Chong Tau	"	—
Papaya, 1st qual, — Tai Man San Kwa	each	10
" 2nd, — Chung	"	—
Parsley, — Kun Cho	"	6
Green Peas, — Ching Tau	"	8
Potatoes, Sweet, — Fan Shu	lb.	3
" Shanghai, — Shang-hoi Shu Tau	"	—
" Japan, — Yut Poon Shu Tau	"	12
" American, — Fa Ki Shu Tau	"	3
Poochow, — Foo-chow Shu Tsai	"	—
Pumpkin, — Tong Kwa	"	3
Radish, — Hung Lo Pak Tsai	"	5
Rhubarb (Fresh), — Tai Wong	"	12
Sage, — Tse So	"	10
Shallots, — Gon Chung Tau	"	5
Spinach, — Yin Chai	"	6
Tomatoes, — Fan Ker	"	5
Taron, — W. Tau	"	—
Tau, — Panti, (Long), — Lo Pak	"	4
" English, — Yeung Lo Pak	"	—
Vegetable Marrow, — Chit Kwa	"	3
" (American), — Kam-san Chit Kwa	"	—
Water Cress, — Sai Yeung Cho	"	12
Lily root, — Lin Ngau	"	—
Yams, — Ta Shu	"	6

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W. BOWEN-BOWLANDS

Secretary, Sanitary Board.

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The Hongkong Telegraph.

HONGKONG, THURSDAY, AUGUST 28, 1913.

JAPAN'S SHIPPING PROGRESS.

The forward policy of Japan in shipbuilding matters is amply indicated by the facts and figures given in the Financial and Economic Annual of Japan for the current year, which is just published. There is a wealth of detailed information within the covers of this publication, dealing with financial and economic conditions, and no matter in what aspect of the country's activities one may be interested, he will find it adequately covered in the statistical tables and the extensive comments printed. For the moment, however, it will suffice to confine our attention to some of the more interesting statements given concerning shipping and shipbuilding. These will show quite clearly that Japan is every year extending her importance as a maritime nation and intends to continue along this path in the years to come.

Under the heading of shipping and navigation we read of the efforts that were made up to the passing of the Navigation Encouragement Law in 1896, and subsequently, to foster and protect shipping. The Law referred to, however, was abolished in 1909, when the Ocean Service Subvention Law was promulgated. It is interesting to note the principal provisions of this law, which still operates. By it, Japanese subjects, or trading companies whose partners or shareholders are all Japanese subjects, engaging in transportation business receive navigation subsidies according to tonnage, speed and age in respect of steel steamships with a gross tonnage of not less than three thousand tons, a speed of not less than twelve knots, and not more than 15 years old, which have been registered in the shipping register of the Empire. Such vessels may be made to run regularly, for a period of not more than five years, on the five ocean lines, namely, to Europe, North America, South America, Australia and Java. There are, we read, five companies which at present enjoy Government protection—the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, the Toyo Kisen Kaisha, the Nisshin Kisen Kaisha, and the Nanyo Yusen Gumi. So much for the encouragement given to shipping services. If we turn now to the shipbuilding industry, we shall see how the same spirit applies. We learn that prior to 1890, vessels exceeding a thousand tons were usually purchased from abroad, but since that time bounties were granted for the construction of iron or steel vessels of not less than 700 tons gross by any Japanese subject, or any company whose partners or shareholders were all Japanese. In view of the increase in the country's naval strength and the progress of the shipbuilding art in Japan, this law was amended in 1899 so as to grant bounties only for the construction of steel vessels of not less than 1,000 tons gross. This law came into operation on the first day of 1910, and the encouragement given by the Government in the manner indicated has been so great that by the end of 1912 there were altogether 112 vessels of 700 tons gross and upward built in Japan. Japanese shipbuilders have, in fact, built many big warships and large ocean liners fully qualified to run on important foreign service lines. They have, moreover, built vessels for foreign order.

Though the question of subsidies and bounties is touched upon more than once in the Report, and the services are given on which the subsidised boats run, no mention is made of the coastwise privileges granted to Japanese ships as against foreign vessels. In view of the freedom which boats of the lines mentioned above enjoy in coastwise trade abroad, this matter has assumed marked importance in recent times. There is no need now to present the arguments involved in this question, but it will readily be conceded that the encouragement which Japanese shippers are given at Home, plus the freedom they enjoy abroad, is rapidly building up the nation's maritime progress.

Chinese Refugees.

One is inclined to sympathise with the Chinese Government in its appeal to Great Britain concerning Ex-Viceroy Shum, and the refuge which that troublesome old gentleman has found at the Straits. Of course it is nice to think that Britain and her colonies are always open to the oppressed, but it is possible to be hospitable to a degree that is unfair to other countries as well as to Britain herself. We are not advocating the deportation of Mr Shum; we are merely speaking now of political refugees in general. The Chinese Government's argument is that the Ex-Viceroy's presence in territory so near to China and so enormously populated by Chinese is a danger to the peace of the Republic; and there is no gainsaying this. But if Singapore be objectionable as a city of refuge, how much more so is Hongkong, which is but separated from Canton by a few hours' railway journey?

A Hard and Fast Rule Wanted.

We do not wish to see men who are fleeing for their lives refused admission into British territory, but we consider that both Britishers and loyal Chinese have a right to insist that, when the refugees have reached safety, they should not be allowed to carry on their plotting and scheming and rebellion-sowing on British soil. It is hard that the duties of the Hongkong or Straits police should be added to by the necessity of keeping watch on these individuals, but if we lay ourselves out to be philanthropic we must be prepared to foot the bill. At the same time, no second chance should be given to any fugitive. In every case, the moment the police discover that he is abusing the hospitality extended to him by attempting to stir up strife, he should be turned out at an hour's notice. For Shum the hunted there is a haven of refuge, but Shum the plotter had better be told to inflict his presence on people who have more time to devote to watching him than our British police are ever likely to have.

The Northern Situation.

From the special cables which we have printed during the past few days it is apparent that the situation in the North is as yet far from composed. The Nanking rebels have been putting up a most spirited defence, and though the city has more than once been on the verge of being overthrown, the defenders have never flagged, even when General Chang's men were at the very gate of the city. They are evidently in dire straits now, however, and we may look for the fall of Nanking at any moment. But even with this accomplished, there must be much unrest ahead. The reported arrest of Senators and Representatives in Peking may lead to a fresh outbreak of trouble, while the spread of the revolt in Szechuan is another unhappy development. On the whole, the situation is anything but bright and hopeful.

A Great Flight.

Mr Hawker has failed to circle Great Britain in his water-plane, but he has failed magnificently. He negotiated the worst part, and the greater part, of the journey and was near to Dublin when misfortune overtook him. A wing of his machine broke and Mr Hawker and a passenger fell a hundred feet into the sea. Luckily they were rescued by coastguards. Mr Hawker has the satisfaction of receiving a £1,000 consolation prize presented by the "Daily Mail," but he has the greater satisfaction of knowing that he has proved the sterling worth of British aviators and British flying machines. It is Britain's way to start late in such a matter as aviation but she generally gets to the front in the long run. But should it be left to a newspaper to encourage aviation at Home? Has the Government no sense of shame?

Coming East.

Mr. Alan Burgoyne, M.P., and Mrs. Burgoyne have left for Berlin and Moscow, whence they will travel to Japan. They will stay for some weeks in the Far East and then proceed to Australia.

DAY BY DAY.

opportunity is the only knocker that is welcome.

The Mails.
English Mail.—Arrived per s.s. Devanha at 5 p.m. last evening.

Siberian Mail.—Leaves per s.s. Devanha at 5 p.m. to-day.

French Mail.—Due per s.s. Magellan at 4 p.m. to-day.

Siberian Mail.—Due per s.s. Arcadia to-morrow morning.

Australian Mail.—Closes per s.s. Magellan at 9 a.m. to-morrow.

Sir Henry Blake.
Sir Henry and Lady Blake have left London for Ireland.

Optum Dross.
At the Police Court, this morning, a fine of \$50 was imposed on a Chinese for selling opium dross.

Indian Troops Arrive.
By the Devanha yesterday there arrived from Bombay thirteen men of the 25th Punjab and one follower.

Armament Officer to Hongkong.
Second Lieutenant V. G. Smyth, R.G.A., No. 28, Coy., Weymouth, has been posted as an armament officer to Hongkong.

Left For Japan.
Among the passengers who left for Japan by the Hiran Maru were Mr and Mrs. L. G. Bird, Miss Bird, and Mr. E. J. Chapman.

Safe Riddled.
A broker in Pedder Street has reported to the Police that his safe was opened by a duplicate key and \$1,680 has been stolen from it.

The Confidence Trick.
A Chinese woman was walking along Queen's Road when she was met by a man who relieved her of \$52 worth of jewellery by means of the confidence trick.

Arms and Ammunition.
A Chinese from America was fined \$200, by Mr Orme, at the Police Court, this morning, for being in unlawful possession of two Winchester rifles and 750 rounds of ammunition. The arms and ammunition were found in his luggage.

The Dominion House.
We have received a handsomely illustrated pamphlet entitled "The Dominion House," which discusses the advisability of concentrating the Dominion Government's offices under one roof in the centre of London, for the promotion of inter-imperial trade.

Ball Estimated.
Nine gamblers from 3 Li Sing Street, estimated their ball of \$10, when called upon by Sergeant Adlington to answer the charge at the Police Court this morning. Four who appeared were fined \$5 each and a man who was the keeper was fined \$100.

Coolie Killed.
A case of glass fell on a coolie at No. 1 Tung Lo Wan and killed him. His body has been removed to the mortuary. He was unloading glass when the accident happened. Drs Allen and Fitzmilliams were passing the place when the accident happened, but the aid they rendered was without result.

Appointed to H.M.S. Yarmouth.
Captain H. L. Cochrane has been appointed to the command of the cruiser Yarmouth, which is to be paid off and recommissioned for service on the China Station. Captain Cochrane entered the naval service in January, 1885, got his lieutenantcy in 1893, was promoted commander in 1904, and captain in December, 1911. Captain Cochrane has already served on the China Station, and he is an ex-gunnery officer.

Promoted.
Captain J. E. E. Oraster and Captain B. Borradaile, Royal Engineers, serving at Hongkong and Tientsin respectively, have been promoted to the rank of major in the Sappers. Major Oraster joined the service in July, 1893, was promoted captain in 1904, and served in the expedition to the relief of the Peking Legations in 1900 (medal with clasp). Major Borradaile joined the Royal Engineers in 1893, was promoted captain in 1904, and for some time was adjutant of a Volunteer Corps of Royal Engineers.

COMPANY MEETINGS.

China and Manila Steamship Co., Ltd.

The thirtieth ordinary annual general meeting of the Shareholders in the China and Manila Steamship Co., Ltd. was held this morning at the offices of Messrs. Shawan, Tomes and Co., general managers. Mr C. A. Tomes presiding. There were also present Messrs H.P. White, and Mr D. W. Craddock, consulting committee, and Messrs O. Klink, A. G. Gordon, R. Hancock, H. F. Campbell, R. Henderson, A. A. Cordiero, Chan Yu Tong, A. L. Shields, J. H. McMurtrie, J. A. Young, Chan Ngan Chau, Tong Fuk Tong, Che Wong Cheung, Ng Tim Pak, H. E. Taylor, M. A. Figueroa, W. Crowther Smith, and the secretary, Mr A. Temperley.

The Secretary having read the notice convening the meeting, the chairman said:—
Unless there is any objection we will take the report, as usual, as having been read.

The meeting to-day, which is now being held very late in the season owing to various reasons of which you are aware, is almost wholly a formal one, the Philippines Steamship Company's accounts having been already discussed and approved of in Hongkong and confirmed in Manila. The accounts of the China and Manila S.S. Co. are identical with those of last year, and as previously explained are not susceptible to change in ordinary course until a dividend is declared by the subsidiary Company.

Last year's working of the steamers was fully reviewed in my remarks at the late extraordinary meeting, and I have nothing further to add to them now unless that although the earnings are not as good as for the same time last year, the boats have up to now quite held their own.

No offer that would lead to business for purchase of the steamers has yet been made.

Before moving the adoption of the report and accounts I shall be glad to answer any questions, gentlemen.

There being no questions, I beg to move the adoption of the report and accounts.

Mr. White:—I beg to second the adoption of the report and accounts.

The Chairman:—Those in favour—Against—Carried unanimously.

Mr. McMurtrie:—I beg to propose the election of Messrs. H. P. White and D. W. Craddock to the consulting committee.

Mr. Klink:—I beg to second that.

The Chairman:—It is proposed by Mr. McMurtrie and seconded by Mr. Klink that Messrs. H. P. White and D. W. Craddock be re-elected to the consulting committee. Those in favour—Against—Carried.

Mr. R. Hancock:—I beg to propose that Mr. A. O'D. Gordin and Mr. W. H. Potts be appointed auditors at a remuneration of \$300 per annum subject to their being gazetted as authorised auditors. This is rendered necessary by the Companies' Ordinance 1913.

Mr. Young:—I beg to second.

The Chairman:—It is proposed by Mr. Hancock and seconded by Mr. Young that Messrs. A. O'D. Gordin and W. H. Potts be appointed auditors at a remuneration of \$300 per annum, subject to their being gazetted as qualified auditors as called for by the new regulations. Those in favour—Against—Carried.

The Chairman:—That is all the business, gentlemen.

United Asbestos Oriental Agency Ltd.

Mr Stanley H. Dodwell, president over the seventeenth annual meeting of the United Asbestos Oriental Agency Ltd., held at Messrs Dodwells, to-day at noon. These present were Messrs A. Denison, T. G. Weall, S. E. Carill, J. D. And, A. Ritchie, and E. R. Edwards, secretary.

The secretary having read the notice convening the meeting, the Chairman said:—Gentlemen, as the Report and Accounts have been in your hands for some time, I will, with your permission, take them as read.

Our profits on the year's trading to 31st May are \$1,312.88.

more than last year, which I venture to think you will consider satisfactory.

The amount available for distribution, including \$934.78 brought forward from last account is \$14,853.05, and I trust you will approve of the proposed appropriation of it as recommended in the report, which differs from last year in that the holders of the ordinary shares will receive 22½ per cent. as against 20 per cent., and the holders of the Founders' shares \$29.70 per share as against \$19.80.

You will notice that the stock is slightly lower than last year, and, as mentioned in the Auditor's report, has been certified as to quantity and value by the General Managers. I can assure you that it has been most carefully examined and checked and full allowance made for such articles as are liable to depreciate or to become obsolete.

I don't think the Report and Accounts call for further comment from me, but before moving their adoption I shall be pleased to answer to the best of my ability any questions you may wish to ask.

There being no questions, gentlemen, I propose the adoption of the reports and accounts as presented.

Mr. Denison seconded and the motion was carried.

The Chairman said the next business was the election of an auditor.

Mr. Auld: I beg to propose the re-election of Mr. W. H. Hutton Potts as auditor for the ensuing year at the remuneration of \$150.

Mr. Carill:—I beg to second.

The motion was carried.

The Chairman: That is all the business, gentlemen. I thank you for your attendance. Dividend warrants are now ready.

This concluded the business.

REPORTED PIRACY.

Chin Ping, a fish merchant, of Chik Lung has reported to the police that at 8 p.m. on the 25th, just that when near Tan Tsin, four men in a boat, one of the men being armed with a revolver and another with a knife, called on him to stop. Before boarding his boat one of the men fired point blank at him, after crackers had been fired, and slightly wounded him. The put the owner of the boat and another Chinese in the holds and made away with property valued \$93.30. It was dark at the time and the fisherman could not recognise the men.

HOI MING ASHORE.

The s.s. Hoi Ming went ashore on Monday night at Min Fa San on her journey to Canton. The vessel was very well loaded with a cargo of rice and about three hundred passengers, and she ran aground at a shallow spot. A distress rocket was fired and the Linchow went to her assistance. The letter took all the passengers off and carried them on the Canton. The Hoi Ming afterwards got clear and proceeded to Canton where she arrived a few hours late. She returned to Canton yesterday and is going into dry dock.

LONDON QUOTATIONS.

The following were quotations of shares received by cable from London this morning:—

	Middle	price.
Shells	£5. 10. 0	
"Bearers"	2. 13. 0	
Ural Caspians	2. 7. 6	
Mexican Eagles	3. 0. 0	
Tronohs	11. 0	
Pahangs		
Indos		
(Combined)	7. 15. 0	
Electric Trams	7. 9	

LOCAL SPORT.

Spoon Bowling Match.

A return friendly spoon bowling match was played at Kowloon, last evening, between the Police Recreation Club, and the Kowloon Bowling Club, the Police winning by 18 to 12. Owing to darkness falling, only eighteen heads were played.

The teams were:

Police:—McHardy (skip) Kent, Gladding, and MacLennan.
Kowloon:—Alexander, Russell, Hall and Cooper.

CANTON NEWS.

Canton, 27th August.

Although there has been no more fighting in Canton since the agreement was made by which the Luk Kwan were given a month's pay in return for their arms, it is still very difficult to say what even the next day may bring forth. On the one hand, those who look out on life through the glad glasses of the optimist, point to the fact that Tutuh Lung has sent part of his bodyguard to escort his family from Wuchow to Canton as confirmation of their view of things. General Wong Tse-long has been busily telegraphing to Peking as to his status here under the new regime, his anxiety being due to the fact that his soldiers are being drafted into the country or disbanded and the Chai Kwan (soldiers of Lung Chai-kwong) kept in Canton. Rather naturally, he does not fancy the role of a general without an army, which will shortly be his, if affairs continue as they are at present. Wong Tse-long's latest telegram (all the others remaining unanswered) was to be permitted to resign his post, and this request has apparently been granted, as he has received orders to proceed to Peking immediately. There is always the possibility, of course, that this request of his, and even the reply to it, may be just samples of the customary "make-believe" that is usual when somebody's face has to be saved. If Wong is really about to leave, however, not Joram, the son of Jezebel, himself would cry peace, for it was nothing but General Wong's restraining hand that a fortnight since held back the Luk Kwan from carrying the fight to a finish, for their score against Lung's men is of very long standing. It dates back, in fact, to the time of the abortive New Year's rebellion of four years ago, when Wong Tse-long himself, who was then commander of the foreign-trained army, had to flee for his life, and when his armed but ammunitionless followers were shot down by dozens on the East parade ground. It lost none of its bitterness at the time of the Revolution, when General Lung, after sitting on the fence as long as possible, came over to the republicans and brought his men, whom the Luk Kwan had already marked as their legitimate prey, into the same camp with them, thus robbing them of their long hoped for revenge. Again at the time of the Wai revolt, when Lung's men were strongly suspected of assisting Wong Wo-shun, there was considerable friction—friction that was only prevented from becoming something more serious by the menace that two pirates' chiefs, Luk Lan-cheng and Lee Luk-lam presented. On this last occasion, of all the Luk Kwan admit defeat, but not at the hands of the Chai Kwan, their attitude being somewhat that of the Irish after the battle of the Boyne, "Swop leaders and we will fight you again". And then, when their leader, the man who, indeed, had taught their hands to war and their fingers to fight, came on the scene, they were willing to take his word for it that, for the time being circumstances were against them. They were content to be the under dog so long as their general was at the head of things. If he departs for Peking, however, all that is changed. There is nothing before them but extinction, unless they are prepared to fight. Can it be doubted that they will do so?

I have just heard of the acceptance by Yuan Shi-kai of General Wong's resignation. I have very hurriedly thrown together a couple of pages about it which may be of use to you.

Fatal English Mosquito.
London, July 30.—Private Charles Collins Tophill, of the Army Medical Corps, died yesterday as the result of a mosquito bite while on ambulance duty at Aldershot. Blood-poisoning supervened, and the skill of the whole medical staff at the Cambridge Hospital proved unavailing. Very few deaths from mosquito bites have occurred in England. One of the last cases reported was in September 1911, when a three-year-old child living at Poplar died from a sting on the eye.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon in the Council Chamber.

There were present:—H. E. the Officer Administering the Government, Hon Mr. Claud Severn.

H. E. Major-General F. H. Kelly, The Hon. Colonial Secretary, Mr. A. M. Thomson.

The Hon. Attorney General, Mr. J. A. S. Bucknill, K.C.

The Hon. Colonial Treasurer, Mr. A. G. M. Fletcher.

The Hon. Director of Public Works, Mr. W. Chatham, C.M.G.

The Hon. Registrar General, Mr. E. R. Hallifax.

The Hon. Capt. Supt. of Police, Mr. McIlvaine Messer.

The Hon. Mr. Wei Yuk, C.M.G.

The Hon. Mr. E. Shellim.

The Hon. Mr. E. A. Hewett, C.M.G.

Mr. N. L. Smith, Clerk to the Council.

The following recommendations by H. E. the Governor were referred to the Finance Committee:—

A sum of \$65 in aid of the vote Public Works, Extraordinary, Hongkong, Miscellaneous, Miscellaneous Works.

A sum of \$2,800 in aid of the vote Public Works, Recurrent, Kowloon, Water Works, Water Account, (Meters, etc.).

A sum of \$2,500 in aid of the vote Public Works, Extraordinary, Hongkong, Buildings, Additions to Printing Office, Victoria Gaol.

A sum of \$375 in aid of the vote Post Office, Other Charges:—Rent of Telephone Exchange, \$25; Transport, \$350; Total, \$375.

The following recommendation by H. E. the Officer Administering the Government, was referred to Finance Committee:—

A sum of \$26,000 in aid of the vote Public Works, Recurrent, Hongkong, Water Works, Maintenance of City and Hill District.

Hon. Attorney General moved the following resolution:—Resolved that in accordance with the requirements of Section 8 (2) of the Statute Laws (New Revised Edition) Ordinance, 1911, the "New Revised Edition" of the Hongkong Ordinances prepared by Mr. Chaloner Grenville Alabaster, and now laid before the Council, is approved.

In doing so he said that he mentioned when the matter was brought up before that that was the penultimate stage, and this would be the last stage, namely, the resolution of the council approving of these works. He understood that members of the council had had an opportunity of seeing the new revised edition, contained in the two volumes which were there before him. They were nicely got up and the contents were very nice for a lawyer, though perhaps they were not light reading for those who were not.

The Hon. Colonial Secretary seconded and the motion was declared carried unanimously.

His Excellency the Officer Administering the Government, moved the following resolution:—Resolved that the members of this Council desire to place on record their appreciation of the services rendered to the Government of Hongkong by Mr. Chaloner Grenville Alabaster in proposing the New Revised Edition of the Hongkong Ordinances 1844 to 1912.

His Excellency said:—I am very glad that it has fallen to my lot to move the next resolution. It was rather more than a year ago, that, at my request, Mr. Alabaster took up the arduous task of bringing to completion the work of revising the laws of Hongkong up to the end of the year 1912. How arduous that task was to prove none of us realised—certainly he did not—and I feel very great satisfaction that the work is now completed and that we have our statute law in a clear and comprehensive form, which cannot fail to be of great benefit to the community. The two volumes lying before you, which contain the ordinances of colony at present in force, represent only part of the work which Mr. Alabaster has had to perform. There are two more volumes which are not here yet, and which will not form part of the ordinances of the Colony, containing containing constitutional documents, treaties, orders

SPECIAL CABLES.

BOMBARDMENT OF NANKING.

TERRIBLE RESULTS OF FIRING.

German Cruiser Fired On.

(Our Own Correspondent.)

Shanghai, Received Aug. 28.

The troops were mainly resting outside Nanking on Wednesday, but the cruisers and the guns of the Pakow force shelled the city all day long.

The rebels are reported to be exhausted, and the city is crowded.

The results of the firing are terrible.

A combined attack on Nanking is expected to be made on Thursday by the cruisers and Generals Chang Haun, Lsi and Feng Kue-chang separately leading the three columns of troops.

General Feng Kue-chang crossed the river above the city yesterday.

The German cruiser Emden while making for Wuhu reported being fired on by guns at Fort Pillar and Point Marton. The Emden then cleared for action and silenced the rebel artillery.

The revolt in Szechuan Province is spreading.

(Reuter's Service to the "Telegraph.")

London, Received Aug. 28.

Reuter's Berlin correspondent states that the Commander of the German Cruiser Squadron in the Far East reports that the rebels occupying one of the Wuhu forts on the Yangtze fired from cannon and rifles on the cruiser Emden, which replied, silencing the fort in 25 rounds.

MORE TROUBLE IN PEKING.

ARREST OF SENATORS AND REPRESENTATIVES.

Parliament Threatens not to Sit.

(Our Own Correspondent.)

Shanghai, Received Aug. 28.

Several Senators and Representatives were arrested in Peking yesterday.

A deputation was sent from Parliament to President Yuan, Shih-kai and strongly protested against the arrests. The President replied that he was unaware of the occurrence.

Parliament threatens not to sit until a satisfactory explanation is forthcoming.

CHINESE POLICE MATTERS.

Col. Bruce of Shanghai Appointed Adviser.

(Our Own Correspondent.)

Shanghai, Received Aug. 28.

Colonel C. D. Bruce, Captain Superintendent of Police to the Shanghai Municipality, has been appointed adviser to the Chinese Government in police matters.

In Council, Imperial statutes applicable to Hong Kong, and Imperial statutes specially extended to Hongkong with a chronological table and index, and their preparation has involved a considerable amount of industry. The resolution which I am about to move, which will be recorded upon the minutes of this council will be the last form in which the members can convey to Mr. Alabaster their appreciation of his devoted efforts. His work, will, I hope, become known beyond the limits of the colony, but it is here and in this council, where for some time he occupied the seat of the Attorney General, with much distinction, that it shines out to mark our sense of his service. Many of the ordinances which go to swell the second of the two volumes are the work of his hands when he was attorney general, and they bear the stamp of the care and knowledge which he gave to their preparation.

The Hon. Mr. E. A. Hewett on behalf of the senior unofficial member, who was unfortunately unable to be present that afternoon, had much pleasure in endorsing the resolution on behalf of the unofficial members of the council. He thought he was fully justified in saying that they fully endorsed the remarks which His Excellency had made with regard to his ability and labour which Mr. Alabaster had displayed in that edition of the ordinances. They knew that Mr. Alabaster was engaged in arduous professional duties and this had been undertaken as a labour of love, and he was sure they would endorse what His Excellency had said with regard to the enormous amount of work which no one in the Colony except Mr. Alabaster himself had realised. That labour he had given ungrudgingly. He was sure that the recording of the resolution would prove a source of gratification to Mr. Alabaster as would also the fact that his name would be coupled with so excellent a work. He would like to

think that perhaps a little more substantial recognition of the work of Mr. Alabaster would be forthcoming later on.

The motion was carried unanimously, and the council adjourned sine die.

DEATH OF WELL-KNOWN PORTUGUESE.

Founded First Portuguese Library in Hongkong.

News of the sudden death in Macao of Chev. Joo da Cunha was received in the Colony yesterday afternoon, and the intelligence aroused the deepest regret among the Portuguese community here.

The deceased gentleman was one of the oldest residents of Hongkong, and was the promoter of the first Portuguese library in the Colony, which was still under his personal supervision at the time of his death. Deceased was a man of great energy and did much good work among the Portuguese community. He was a member of the Royal Geographical Society of Lisbon and was also connected with many other institutions. He had only retired from the service of the Hongkong Government some two months ago on a well-earned pension, and left for Macao some few weeks ago. Here he stayed with Mr. F. Pereira Marques, with whom he travelled to Lisbon via America just over a year ago, returning in the best of health.

It appears that yesterday Mr. Cunha had partaken ofiffin and was chatting with Mr. Marques when he suddenly expired. Great sympathy is felt for his two daughters, invalided son and grandsons. The funeral will probably take place this evening in Macao.

Return of Troops.

The detachment, 25th Punjab, stationed on the Shamen will arrive at Hongkong by the s.s. Shung Shan tomorrow afternoon.

DAIRY FARM NEWS.

FRESH MILK

No careful mother can afford to use any but

Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk. The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:—Good, Clean & Wholesome Milk.

A HAUL OF NOTES.

Three Chinese named Wong Tze-sun, Ma Kwan and Ma Yau-fai, were charged before Mr. Orme, at the Police Court, this morning, by Inspector Gerard, with being in unlawful possession of \$64,800 in Kwang Tung banknotes.

Mr. J. H. Gardiner defended. The second defendant styles himself a cadet in the Luk Kwan, and fought in Canton.

The case was remanded for a week, bail being refused meantime.

\$100,000 Worth of Notes Seized. Lance Sergeant Cockle, Wilson and Clarke, executed warrants at Nos. 1, 13 and 19 Wing Sing Street, and seized about \$100,000 worth of notes of the Kwang Tung Province.

TYPHOON WARNING.

The telegram quoted below was received at American Consulate General, Hongkong, from the Manila Observatory at 1.30 p.m. to-day:—

Cyclone or Typhoon W. of northern Luzon, more than 100 miles distant, moving W. or W.N.W.

Cyclone or Typhoon E. of Luzon, more than 300 miles distant, moving W.N.W.

It would appear that Hongkong will not feel the effects of the disturbance notified yesterday as being to the north-west of Luzon. At 12.15 p.m. to-day the red cone was hoisted, indicating that the disturbance is to the south of the Colony, more than 300 miles distant. The weather forecast for to-morrow is E. to S.E. winds, light to moderate; fine.

PASSED FOR PROMOTION.

The following officers of regiments represented in Far Eastern garrisons have passed in certain subjects for promotion:—Somerset Light Infantry—Major F. G. G. Thoyts, in Part I, Appendix XII, King's Regulations; Captain C. C. Maud, D.S.O., in (d) iii; and Lieutenant F. D. Bellow, in (j). South Wales Borderers—Captain W. C. Ourgeneven, in (d); and Lieutenant V. B. Ramsden, in (d) and (j). Cornwall Light Infantry—Major T. R. Sooke and Major H. Fargus, D.S.O., in Part I, Appendix XII, King's Regulations; Lieutenant S. Matthews, in (d) and (j); and Lieutenants F. W. L. Bisset and N. A. G. Quicke, in (d) and (j). Yorkshire Light Infantry—Captain H. K. Hughes, in (d); Lieutenants C. R. Heygate, in (d) iv; Lieutenants W. H. Brooke and C. E. D. King, in (j); and Lieutenant T. R. Reynolds, in (d) and (j).

Ideal Home Exhibition.

Prince Alexander of Teok will open the Ideal Home Exhibition, which will be held at Olympia from October 9 to 25 next.

Tower Bridge.

An improved system of lighting the Tower Bridge has been arranged by the South Metropolitan and the Commercial Gas Companies, at the instance of the Corporation.

Paris Police Reforms.

A number of important reforms in the organization of the Paris police have been put into effect. Of the 650 detectives who have hitherto been attached to the central office 400 will be allotted to divisional districts. These reforms involve the retirement of M. Hamard, head of the Investigation Department, which is abolished.

Child with a 46oz. Brain. It was stated at a Clerkenwell inquest on a four years and four months old boy that his brain weighed 46oz., which is 3oz. less than the normal weight of a man's brain.

PASSENGERS DEPARTED.

Per s.s. Nikko Maru, sailed from Hongkong 27th inst., for Australia.

Aiken, Mr. & Parkinson, Miss Mrs. Pollock, A. B. Roberts, Hon. Sweet, Miss Thompson, Mr. & Mrs. Welsh, Mrs. Wilson, Mr. & Mrs. Murphy, Geo. H.

Per s.s. Hiran Maru, sailed from Hongkong 28th inst., for Japan.

Ambace, J. A. Katoka, M. Adaobi, Dr. B. Kuznoka, T. Berliner, Dr. & Lawrence, Mrs. J. H. Bird, Miss McManas, Miss Bird, Mr. & Mrs. Miyake, T. L. G. Nagai, Mrs. K. Ohing Yau, Nagano, T. Cheung, Ohtaki, Miss Chan San N.

Chapman, E. J. Takeyama, K. Ejiri, Mrs. S. Takahashi, T. Fujita, Mrs. G. Urushi, K. Huntley, A. S. Wong Cheum, Hirasawa, J. Yamauchi, S. Kawashima, R. Yamamoto, K.

Today's Advertisements

FROM EUROPE.

THE H. A. L. Steamship

"SENEGAMBIA" Capt. H. Baber, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 2nd. prox. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 2nd. prox. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—Ex.s.s. "Kong Ring" from Holmstrand HAMBURG-AMERICA LINE.

Hongkong Office. Hongkong, 27th August, 1913. [463]

NOTICE.

THE 31st of August, birthday of Her Majesty the Queen of the Netherlands, falling this year on a Sunday, there will be no reception at the Consulate-General for the Netherlands.

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS.

A MEETING of those interested in above will be held at the Jockey Club Office on Saturday, 30th instant at 12.30 p.m.

H. P. WHITE, Acting Clerk of the Course, Hongkong, 28th August, 1913.

MACKINTOSH

& CO., LTD.

"MEN'S WEAR SPECIALISTS."

SHOOTING BOOTS.

BROWN CANVAS.	BROWN LEATHER.	BROWN LEATHER.
Heavy Soles \$10.50 per pair.	Special Value \$12.50 per pair.	Superior Quality \$15.00 per pair.

Fox's Puttees, Leather Leggings.

16 DES VOEUX ROAD 16

(Next door to Thos. Cook & Son.)

WILLIAM POWELL, LTD.

TELEPHONE 346

NEW

BABY CARRIAGES

WOOD AND CANE BODIES.

WIRED-ON TYRES
Smart Inexpensive Types.

J. ULLMANN & COMPANY.

We are the BEST Jewellers and also have the BEST Cut Glass, and Fancy Goods of all varieties.

Queen's Road, (Corner of Flower Street).

LANE, CRAWFORD & CO.

LADIES DEPARTMENT.

SALE

COMMENCES

MONDAY, SEPT. 1ST

TEN DAYS ONLY.

THE WONDER WATER OF JAPAN.
CLIFFORD WILKINSON'S TANSAN



The Most Healthful Water Known to Science.
GANDE, PRICE & CO., LTD
6, Queen's Road Central, Hongkong.

TELEPHONE No. 137

Shipping

CANADIAN PACIFIC
ROYAL MAIL.

STEAMSHIP LINE.

FROM HONGKONG		FROM QUEBEC	
EMPEROR OF RUSSIA	30th August.	EMPEROR OF BRITAIN	2nd Oct.
EMPEROR OF INDIA	10th Sept.	EMPEROR OF BRITAIN	2nd Oct.
	24th Sept.	ALL AN LINE	23rd Oct.

All Steamships leave Hongkong at noon.

The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA," are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port, £71.10.
"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port, £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Army and Navy officers, Civil Service employees, missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China. Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N.
CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.
EASTWARD.

S.S. "JELUNGA," 5,206 tons, Capt. Sullivan, will be despatched for SHANGHAI, KOBÉ and MOJÍ on 15th Sept.

S.S. "A. AFOAR," 4,447 tons, Capt. Walker, will be despatched to KOBÉ and MOJÍ (Yokohama if sufficient inducement offers) on 19th Sept.

WESTWARD.

S.S. "G. APCAR," 4,600 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th Sept.

S.S. "DILWARA," 5,378 tons, Capt. Ramage, will be despatched as above on 21st Sept.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,
DAVID SASSOON & CO., LTD.

Hongkong, Aug. 28th, 1913. Agents

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
THURSDAY, 28th AUGUST.

10.00 p.m. "FATSHAN," 5.00 p.m. "KINSHAN,"

8.00 a.m. "HONAM," 8.00 a.m. "HEUNGSHAN,"

10.00 p.m. "KINSHAN," 5.00 p.m. "FATSHAN,"

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 31st August.

The Company's Steamship.

SUI AN.

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

(HOTEL MANSION'S FIRST FLOOR)

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination.	Steamers	Sailing Date.
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	KITANO MARU Capt. P. Cope T. 16,000 IYO MARU Capt. Hirase T. 12,500	WED'DAY, 10th Sept. at daylight. WED'DAY, 24th Sept. at daylight.

VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimizu and Yokohama	AWA MARU Capt. Shimidzu T. 12,500 SADO MARU Capt. Asakawa T. 12,500	TUESDAY, 9th Sept. at 4 p.m. TUESDAY, 23rd Sept. at 4 p.m.
------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------	---------------------------------------------------------------

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	KUMANO MARU Capt. Win. Kler T. 9,300 INABA MARU Capt. Tominaga T. 12,500	WED'DAY 24th Sept. at noon. WEDNESDAY, 2nd Sept. at noon
--------------------------------------------------------------------------	-----------------------------------------------------------------------------------------	-------------------------------------------------------------

CALCUTTA via Spore, Penang and Rangoon	COLOMBO MARU Capt. Kawashima T. 6,000	SATUR., 6th September.
BOMBAY via Singapore and Colombo.	BOMBAY MARU Capt. Tozawa T. 5,000	SATURDAY, 6th Sept.

KOBÉ & Yokohama

NAGASAKI, Kobe, & Yokohama	INABA MARU Capt. Tominaga T. 12,500	WED'DAY 24th Sept. noon.
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SHANGHAI, Moji, & Kobe	RANGOON MARU Capt. Kamoshita T. 12,000	WED'DAY, 3rd Sept.
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SHANGHAI, Kobe, & Yokohama	HAKATA MARU Capt. Nomura T. 12,500	SATURDAY, 30th Aug.
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† Cargo only.

‡ Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA	KOBÉ	MOJÍ	NAGASAKI
Return.				
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail.
SHANGHAI	"LUCHOW"	28th Aug. at 4 p.m.
SWATOW AMOY AND SHANGHAI	"HUPEH"	29th Aug. at noon.
TSINGTAU, NEW CHWANG AND CHINWANGTAO	"ICHANG"	30th Aug. at d'light.
HONGKONG	"WUHU"	30th Aug. at 11 a.m.
SHANGHAI	"YINGCHOW"	30th Aug. at m'night.
WEIHAIWEI, CHEFOO AND TIENTSIN	"HUICHOW"	31st Aug. at d'light.
MANILA, CEBU & PILO	"CHINHUA"	2nd Sept. at 4 p.m.
SHANGHAI	"ANHUI"	4th Sept. at 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

AUSTRALIAN ORIENTAL LINE.

MANILA, Zamboanga & "TAIYUAN" 24th Sept. at 3 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidst ships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," "Linan" and the S.S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Friday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

Telephone No. 36
HONGKONG 28th August, 1913.
BUTTERFIELD & SWIRE, Agents

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG."

CAPT. PANNIER.

Will leave for Haiphong direct

For Freight and passage apply to M. SAINT CLAIR de BUISSE, Agent

MESSAGERIES MARITIMES CIL

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
RUBI	4000 J. Miller		Manila Mangarin, Cebu and Iloilo.	THURSDAY, 4th Oct. 4 p.m.
ZAFIRO	4000 F. S. McMurray		Manila Mangarin, Cebu and Iloilo.	SATURDAY, 13th Oct. 4 p.m.

Electric Light Fans in every cabin; competent stewardesses carried.

For Freight or Passage apply to:

SHEWAN TOMES & CO
GENERAL MANAGERS

Hongkong, 26th Aug. 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tilpanas	SHAI	2nd half Aug.	JAVA	2nd half Aug.
Tiltaroom	JAVA	2nd half Aug.	JAPAN	1st half Sept.
Tiltatop	JAVA	2nd half Aug.	JAPAN	1st half Sept.
Tililwong	SHAI	1st half Sept.	JAVA	1st half Sept.
Tililini	SHAI	1st half Sept.	JAVA	1st half Sept.
Tililodas	JAVA	2nd half Sept.	JAPAN	2nd half Sept.
Tililmanok	JAVA	2nd half Sept.	JAPAN	2nd half Sept.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375 York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of Sailing
S.S. "Tenyo Maru"	22,000	E. Bent	Sept. 1 at noon.
S.S. "Hongkong Maru"	11,000	S. Togo	Sept. 19.
S.S. "Shinyo Maru"	22,000	H. S. Smith	Sept. 25.
S.S. "Chiyo Maru"	22,000	W. W. Greene	Oct. 17.
S.S. "Nippon Maru"	11,000	A. G. Stevens	Nov. 5.

The S.S. Tenyo Maru will be despatched for San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Yokkaichi, Yokohama and Honolulu on Monday 1st Sept. at noon.

These steamers are equipped with Turbine Engines and Triple Sorews.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Buyo Maru	10,500	Saturday, October 4, at Noon.
Anyo Maru	18,500	Wednesday Dec. 3, Noon
Kiyo Maru	17,200	Thurs. Feb. 5, 1914 at noon.

For further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
12,000 tons, twin screws.	27,000 tons twin screws.	18,000 tons, twin screws.	15,000 tons, win screw.
Also Nile, 17,000 tons; China, 10,000 tons; and Persia, 9,000 tons.			

HOTEL LISTS.

Hongkong Hotel.
 Aaron, J. M. Harbord, W. T.
 Barberini, E. T. Hewett, Son, Mr.
 Bates, E. R. E. A. O. M. G.
 Bates, H. B. Hale, E. R.
 Bellios, Mrs. E. Hudson, A. H.
 R. Holden, E. A.
 Bartlett, Miss E. Locke, Mr. &
 Mrs. F.
 Connell, J. J. Kabel, E. S.
 Canet, Miss R. Kadoorie, Ellis
 Castro, Mr. & Kruseman, A.
 Mrs. F. H. De. Lloyd, G. T.
 Castro, Miss D. Lobb, Dr. E. L.
 E. M.
 Campbell, S. MacIntyre, Mr.
 Castro, Master and Mrs. Neil
 D. E. Martin, G.
 Cambridge, A. J. McGarity, Capt.
 Chapple, F. T. & Mrs. F.
 Claxton, A. A. Mason, C. Fare-
 Coleman, Dr. A. brother
 L. E. F. Matheson, Miss
 Dowley, W. A. M.
 Davis, C. H. Matheson, Mrs.
 Dorteano, Mr. & E. T.
 Mrs. & child. McKean, Dr. G.
 W.
 Dewar, J. Mehta, B. K.
 Douglas, Mr. & Merckel, J.
 Mrs. R. H. Moulder, A. B.
 Dyne, Mr. & Mulder, Mr. &
 Mrs. Mrs. J. D. F.
 Damm, C. A. McBurney, A.
 Dupuy, L. D.
 Ehrenfels, Mr. & Willner, A.
 Mrs. H. E. O'Leary, Miss
 Fisher, H. G. G.
 Finlayson, W. F. Ormiston, J.
 Foster, Mrs. M. Preville, R. de
 Foster, Miss O. Ray, E. H.
 W. Roxburgh, R. R.
 Finlayson, Mrs. E. Reay, Miss F.
 E. Rock, A. L.
 Gordon, Mrs. J. Randolph, Mrs.
 Gordon, E. B. R. W.
 Gillis, Mrs. R. C. Ricketts, Mrs.
 Gillis, D. G.
 Gillis, Miss D. Ricketts, Mrs.
 Gage, Mrs. F. W. K.
 Gallotte, H. Sibley, J. C.
 Geare, Mr. and Singer, E. T.
 Mrs. I. H. Smith, Mr. and
 Gillespie, Dr. J. Mrs. E. E.
 M. Sorby, V.
 Gordon, A. G. Square, Miss A.
 Goulbourn, V. Tapp, J. R.
 Gourley, I. Viole, Mrs. A.
 Grimshaw, R. J. White, Mrs. M.
 Grisogono, P. O. G.
 Von. Walker, Capt.
 Gilhooly, Mrs. P. H. A.
 H. Weidner, W. E.
 Gordon, C. R. White, F. W.
 Hall, P. O. Wood, G. G.
 Hanna, Dr. J. G. Wilson, D.
 Hannibal, Mr. & Webb, B. F.
 Mrs. W. A.

King Edward Hotel.
 Almond, Mrs. R. Logan, W.
 Cavill, F. J. Macintosh, J.
 Castro, C. A.
 Chee, T. Major, Mrs.
 Connell, R. Measey, Miss.
 Connell, H. E. McHugh, Mr.
 Dobbie, Mr. & Mrs. F. E.
 Mrs. Mody, Mr. &
 Donaldson, W. Mrs. J. H. N.
 A. Morris, Mrs.
 Finchett, Mrs. Murphy, J. A.
 Gerlach, Mr. & Murray, M. F.
 Mrs. W. W. Nobbs, A. P.
 Grimble, G. Passmore, Capt.
 Harris, J. B. & Mrs. W. C.
 Heinemann, Mr. Peake, A. D. J.
 & Mrs. Saunders, Miss.
 Hingle, E. J. Schenk, Mrs.
 Jensen, B. Shelhamer, Mr.
 Kraft, Mr. & Mrs.
 Mrs. W. D. Sibree, Dr.
 Lauritsen, Mr. & Spurge, H. S.
 Mrs. Stewart, Capt.
 Lemare, Mr. & Mrs. A. H.
 Mrs. Walker, D.
 Lennox, J. Whitelaw, G. O.

Grand Hotel.
 Allen, Mr. & Key, Dr.
 Mrs. Lewington.
 Crew, Mr. and Capt. J. S.
 Mrs. A. B. Loris, F.
 Fearon, C. Rogge, Dr.
 Fresno, C. Schroeder
 Freese, M. Wessher, J.
 Hyde, Capt. Weissmann, C.
 Kulese, K.

Oraighburn.
 Caldwell, Mr. Meurer, Mrs.
 McDougall, Mr.
 Carpenter, Mr. and Mrs.
 & Mrs. McCall, J.
 Cornell, W. A. Reynaud, Ma-
 Kydd, Mr. and dame & mon-
 Mrs. sieur
 Galbraith, V. Smith, Mrs. G.
 M. Smith, E. G.
 Guernier, Mrs. Wood, E. M.

Notice.

WING KEE & CO:

47-49, Connaught Rd,

HIP CHANDLERS.

PROVISION & COAL

MERCHANTS.

Hongkong, 28th May, 1913.

VESSELS IN PORT.

Steamers.
 Solveig, Nor. s.s. 2,389, O. S. Bogh,
 15th inst.—Java 2nd inst.
 Sugar—A. T. & Co.
 Lovat, Br. s.s. 3,901, R. Glegg,
 15th inst.—Kobe 10th
 inst.—Gen.—D. & Co.
 Hupeh, Br. s.s. 1,205, Tucker, 15th
 inst.—Amoy 15th inst.
 Ballast—B. & S.
 Chow Tai, Ger. s.s. 1,115, E. Gathe-
 mann, 20th inst.—Bang-
 kok 18th inst.—Rice, Mill
 and Teak.—B. & S.
 Ikala, Br. s.s. 2,821, R. Carruthers,
 21st inst.—Moj 15th
 inst.—Timber.—B. D. &
 Co.
 Samsen, Ger. s.s. 998, T. Heyenga,
 22nd inst.—Bangkok 15th
 inst.—Rice & Timber
 —B. & S.
 Anne, Nor. s.s. 1,017, A. Arntzen,
 22nd inst.—Bangkok 15th
 inst.—Rice.—Kin Tye
 Tung.
 Narrung, Eng. s.s. 3,775, N. A.
 Starker, 17th inst.—
 Mazatlan 18th July.
 Ballast—Eng Hok
 Fong.
 Mizuhō Maru, Jap. s.s. 1,903,
 Yamamoto, 18th inst.—
 Amoy 16th inst.—Ballast
 —Order.
 Montegle, s.s. 6,163, F. S. Davi-
 son, 19th inst.—Vancou-
 ver 23rd July. Flour
 Oats and Gen.—C. P. R.
 Chenan, Br. s.s. 1,355, W. L. Jones,
 23rd inst.—Canton, 22nd
 inst.—Gen.—B. & S.
 Fausang, Br. s.s. 1,410, H. S. Mal-
 kin, 23rd inst.—Souva-
 baya and Samarang 15th
 inst.—Sugar, J. M. &
 Co.
 Jozun Maru, Jap. s.s. 2,558, M.
 Tanaka, 23rd inst.—Port
 Arthur, Coal—M. B. K.
 Kaijo Maru, Jap. s.s. 1,392, Y.
 Yamamoto, 23rd inst.—
 Swatow 22nd inst.—Gen.
 —Order.
 Ichang, Br. s.s. 1,228, Share, 24th
 inst.—Chingwantao, Coal
 —B. & S.
 Hue, Fr. s.s. 710, A. Corneliusse,
 24th inst.—Haiphong
 22nd inst.—Gen.—A. R.
 Marty.
 Triumph, Ger. s.s. 769, W. Lange-
 schwager, 24th inst.—
 Tourane and Hoibow
 23rd inst.—Gen.—J. &
 Co.
 Tenyo Maru, Jap. s.s. 7,258, E.
 Bent, 24th inst.—San
 Francisco 1st inst.—Gen.
 —T. K. K.
 Luchow, Br. s.s. 1,221, Meathrel,
 24th inst.—Shanghai
 Gen.—B. & S.
 Mitra, Br. s.s. 3,496, Deacon, 25th
 inst.—Singapore 19th
 inst.—Petroleum.—A. P.
 Co.
 Suisang, Br. s.s. 1,789, H. Simp-
 son, 25th inst.—Moj 19th
 inst.—Coal.—J. M. & Co.
 Katho, Ger. s.s. 1,209, H. Fran-
 sen, 25th inst.—Samarang
 Sugar.—Order.

Consignee

FROM EUROPE.

THE H. A. L. Steamship

"UCKERMARK"

Captain H. Rohde, having arrived.
 Consignees of Cargo are hereby informed
 that their goods are being landed and
 placed at their risk in the hazardous
 and/or extra-hazardous Godowns of the
 Hongkong & Kowloon Wharf and
 Godown Company, Limited, at Hong-
 kong and/or Kowloon, whence delivery
 may be obtained against Bills
 of Lading countersigned by the Under-
 signed.
 Optional Cargo will be carried on
 unless notice to the contrary be given
 to-day.
 All claims must be presented within 10
 days of the steamer's arrival here, after
 which date they cannot be recognized.
 No claims will be admitted after the
 Goods have left the Godowns, and all
 Goods remaining undelivered after the
 31st inst., will be subject to rent.
 A broken, chafed, and damaged
 Goods must be left in the Godowns,
 where they will be examined on the 30th
 inst. at 9.30 a.m.
 No Fire Insurance will be effected by
 us in any case whatever.

This steamer brings on Cargo:—

or s.s. "Genezamb" from Havre
 "Goteborg" "Goteborg"
 "Frans" "Abus"
 "Branka" "Skion"
 "Bjorn" "Christiania."

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 28th Aug., 1913. [464]

Consignees

"BFN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
 From MIDDLESBRO, LONDON
 AND STRAITS.
 S.S. "BENALDER,"
 CONSIGNEES of Cargo are hereby
 informed that all goods are being
 landed at their risk into the hazardous
 and/or extra-hazardous Godowns of the
 Hongkong & Kowloon Wharf and
 Godown Co., Ltd., whence and/or from
 the wharves delivery may be obtained.
 No Claims will be admitted after the
 Goods have left the Godowns, and all
 Goods remaining undelivered after the
 2nd prox. will be subject to rent.
 All Claims against the Steamer must
 be presented to the Under-signed on or
 before the 9th prox., or they will not
 be recognized.
 All broken, chafed, and damaged
 Goods are to be left in the Godowns,
 where they will be examined on the
 2nd prox. at 11 a.m.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned
 by
GIBB, LIVINGSTON & CO.
 Agents.
 Hongkong, 26th August, 1913. [442]

"SEIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

THE Steamship

"DEN OF CROMBIE."
 having arrived from the above Ports,
 Consignees of cargo by her are hereby
 informed that all goods are being land-
 ed at their risk into the hazardous and/
 or extra-hazardous Godowns of the
 Hongkong & Kowloon Wharf and God-
 own Company, Limited, whence, and/or
 from the wharves, delivery may be
 obtained.
 Goods not cleared by the 27th inst.
 at 6 p.m. will be subject to rent.
 All broken, chafed and damaged
 packages are to be left in the Godowns
 where they will be examined on 27th inst.
 at 9.30 a.m. Claims against the steam-
 er must be presented within 10 days
 of arrival otherwise they will not be
 recognized.
 No Fire Insurance will be effected
 by us in any case whatever.
 Bills of Lading will be countersigned
 by
**JARDINE, MATHESON &
 CO., LTD.**
 Agents.
 Hongkong, 21st August, 1913. [466]

TOYO KISEN KAISHA.

From SAN FRANCISCO, via
 HONOLULU, JAPAN PORTS,
 AND MANILA.

THE Steamship

"TENYO MARU."
 The above named steamer
 having arrived, Consignees of Cargo are
 hereby notified to send in their Bills of
 Lading for countersignature, and to
 take immediate delivery of Cargo, from
 alongside.
 Cargo remaining undelivered on Tues-
 day August 26th at noon will be landed at
 consignees' risk and expense and delivery
 must then be taken from the Company's
 Godown.
 No Fire Insurance whatever will be
 effected.
 No claim will be recognised after the
 Goods have left the steamer Godown, and
 all Goods remaining undelivered on Sept.
 2nd will be subject to rent and landing
 charges.
 All chafed and otherwise damaged
 Cargo to be left in the godown,
 and examination of same to be held on
 Sept. 2nd at 10 a.m.
 All Claims must be filed on or before
 Sept. 9th, otherwise they will not be
 recognised.
 S. MORIMOTO,
 Agent.
 Hongkong, 23rd August, 1913. [480]

INDO-CHINA STEAM NAVI-
GATION CO., LTD.

From CALCUTTA, PENANG
 AND SINGAPORE.

THE Company's Steamship

"FOOKSANG"

having arrived from the above Ports,
 Consignees of cargo by her are hereby
 informed that their goods will be delivered
 from alongside.
 Cargo impeding the discharge or re-
 maining on board after 4 p.m. the 28th
 inst., will be landed at Consignee's
 risk and expense.
 No Fire Insurance will be effected
 Bills of Lading will be countersigned
 by
**JARDINE, MATHESON
 & CO., LTD.**
 General Managers.
 Hongkong, 27th August, 1913. [467]

Consignees

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and
 STRAI S.

THE Company's Steam ship

"HIRANO MARU"

having arrived from the above ports,
 Consignees of Cargo are hereby inform-
 ed that their Goods are being landed
 and placed at their risk in the Hong-
 kong and Kowloon Wharf and Godown
 Company's Godowns at Kowloon, where
 each consignment will be ported out
 mark by mark and delivery can be ob-
 tained as soon as the Goods are landed.
 Optional goods will be carried on un-
 less instructions are given to the contrary
 before NOON, TO-DAY.
 Goods not cleared by the 2nd
 September, will be subject to rent.
 Damaged packages must be left in the
 Godowns for examination by a Con-
 signee's and the Co.'s representatives at
 an appointed hour. All claims must be
 presented within ten days of the steamer's
 arrival here, after which date they can-
 not be recognized. No claim will be
 admitted after the goods have left the
 Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 27th August, 1913. [466]

To Sail

THE AMERICAN AND
 MANCHURIAN LINE.

(BUCKNALL STEAMSHIP

LINES LTD.)

THE Steamship

"KANSAS"

Captain R. Linklater, will be despatched
 from Hongkong on or about 2nd
 September for
BOSTON AND NEW YORK
 (with liberty to call at the Malacca
 Coast.)

For freight and further particulars
 apply to
THE BANK LINE Limited.
 Agents.
 Hongkong, 12th August, 1913. [389]

Regular Steamship Service

With Liberty to call at the
 Malacca Coast.
 Proposed Sailing from Hongkong
 S.S. "SATSUMA" on or about
 12th September.
 For Freight and further particu-
 lars apply to
DODWELL & CO., LTD.
 Hongkong, 27th September, 1913. [455]

Notices

WE have much pleasure in announcing to our
 numerous patrons and customers that we
 have opened

A New SILK STORE

In the most up-to-date style and fashion at the large
 Commodious Premises No. 38 & 40
 Queen's Road Central,
 lately occupied by Messrs. H. Ruttonjee & Son,
 where we are displaying an entirely new, handsome
 and gorgeous stock of goods.

The stock includes a choice selection of
 Turkish, Persian & India Silks,
 Carpets & Woollen Rugs
 in shades and elegant patterns.
 Prices specially reduced for summer.
 Cheapest store in the Colony.
 An early visit earnestly solicited.

D. CHELLARAM.
 Hongkong, 26th July, 1913.

So interesting is the innova-
 tion of the Rector of St. Peter's
 upon Cornhill, that it is likely to
 find imitators. Formerly organ
 recitals were given on Tuesday
 at midday for the benefit of City
 workers, and now that the organ
 is out of repair, the Rector reads
 poetry instead. The success of
 the experiment is significant of
 the general revival of the popu-
 larity of poetry which is so
 notable a feature of to-day, and
 is certainly not confined to any
 one class of readers.

**Over 30 years ago the late Lord
 Roseland testified to the benefits
 derived from HIMMEL'S
 CURE, and every postscript
 and genuine notice of
 cures is a further testimony.**

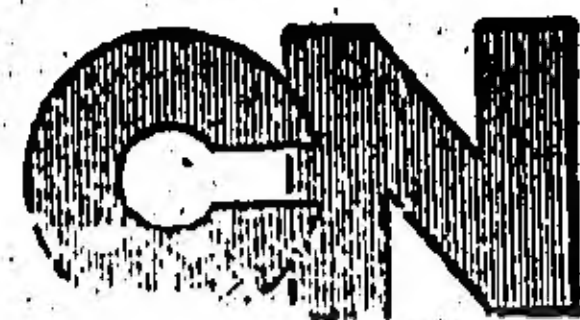
**HIMMEL'S
 CURE for
 ASTHMA**

PAID FOR 45 YEARS.
 Sold in tin by all
 Chemists and Stores
 throughout the Colony.
 Beware of Imitations.

Notices

A
REAL
CLEANSER.

Get rid of dirt and odors by using



the Powerful Disinfectant

No matter how thick and sticky
 the deposits of dirt; no matter
 how strong the smells from gar-
 bage, sinks and toilets; CN will
 make the house clean and there-
 by purify the atmosphere.
 Remember too, that CN kills
 germs and aids in preventing the
 attack or spread of contagious
 diseases. CN is not only
 efficient—it's safe, and it doesn't
 hurt the hands.

"The Yellow Package with the
 Gable Top"

THE CHINA COMMERCIAL
COMPANY.

3, DUDDELL STREET.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese
 graduate versed in litera-
 ture, has been a teacher to
 European officials and merchants
 in this Colony for over ten years.
 He has a good method of train-
 ing Europe-ans to pass in the
 Chinese examination, and is
 possessed of a first rate certificate
 as a Chinese teacher. He has
 also a good knowledge of Manda-
 rin and Hakka.
 Those who intend learning the
 Chinese language are requested
 to write to "Hongkong Tele-
 graph" office or direct to 37
 Hollywood Road, 1st floor.
 Hongkong, 29th Jan., 1912.

THE WHEELER CASE.

The "Far East" of the 16th
 instant publishes the following
 appreciation:—

In connection with the coming
 appeal of Mr. W. A. Wheeler
 against the judgment recently de-
 livered in the Genz-Wheeler case,
 the "Japan Gazette" publishes a
 very valuable contribution to the
 literature of the trial, a contribu-
 tion that overwhelmingly contro-
 verts and destroys the innuendoes
 and veiled charges brought by the
 authorities against the accused's
 character in England. It will
 be remembered that in his speech
 for the defence, Mr. de Becker
 laid particular stress upon Mr.
 Wheeler's high character for com-
 mercial honesty and the esteem
 and respect in which he was held
 in his native city of Leicester.
 Since the trial, personal sworn
 testimony vouching for the char-
 acter of the accused has reached
 Japan, and in its issue of last
 Monday, our contemporary pub-
 lished over four columns of sworn
 affidavits to the effect, all of
 which testify to the fact that the
 signatories have always found
 him an honest, straightforward
 man. The publication of these
 affidavits is most opportune, for
 after carefully perusing them, it
 is impossible to believe that he
 deliberately came to this country
 for the express purpose of carry-
 ing on a fraudulent and nefarious
 business.

In February the eight principals
 were tried together before Judge
 Ray and a jury in the Federal
 District Court. Entirely unaware
 of the extent of the evidence in the
 possession of the Secret Service,
 none of them felt any great con-
 cern when the trial began, even
 after they learned that Comito was
 to appear as a witness against
 them. They were defended by
 able lawyers, to whom they
 had paid big fees. Morello
 and Lupo in parti-
 cular considered themselves
 perfectly safe from conviction, not
 only because they knew that
 Comito's testimony that they
 had been connected with the
 plant at Highland would be con-
 troverted by all the others who
 had been there with him, but be-
 cause each of the bandit chief
 had prepared himself with the
 testimony of a physician that he
 had been ill in bed on the day
 that Comito would swear that he
 had been at Highland. Both had
 found that sort of evidence effec-
 tive in similar circumstances
 before.

But this time Mr. Flynn was
 ready for them with counter-alibi.
 He had had their family doctors,
 both Italians living in the Italian
 settlements, shadowed by his
 agents during the entire period
 of his watch on the counterfeiters
 themselves. Consequently, the
 Secret Service men were able
 to show not only that neither of

Poetry in Church.

THE BLACK HAND.

(Continued from Page 3)

and two. Cina, Palermo, Cecela,
 and a man named Giglio were
 constantly at the farm-house.
 They took away the spurious
 notes for circulation, invariably
 visiting Morello and Lupo when
 they came to New York.
 The ruffians at the plant in
 Highland, all Sicilians, took
 an instinctive dislike to
 Comito, the Calabrian. He was
 virtually a prisoner, not being
 allowed to leave the house by
 himself, and probably he would
 have been killed when the coun-
 terfeiters had no further use for
 him if he had not escaped at the
 last moment. He had no oppor-
 tunity of communicating with the
 outside world during the winter
 and spring, and a boy named
 Bernardino, a relative of Cina,
 was employed especially to watch
 him.

Cina himself, as having dis-
 covered Comito, was more male-
 volent than the others. "Dog,
 you have brought the evil eye
 upon the house," he would shout
 at him when anything went
 wrong. "I will have you head
 under feet!"

Meanwhile, Flynn was waiting
 for Morello and Lupo to visit the
 farm at Highland, that there
 might be no mistake about their
 connection with the counterfeiting
 plant. However, Lupo did not
 visit the workers at Highland
 until the latter part of Febru-
 ary. To have taken him into
 custody then would have neces-
 sitated the arrest of the
 others, and Morello—whom most
 of all Mr. Flynn was anxious to
 "put away"—had not yet
 sufficiently implicated himself.
 When Morello finally did go to
 Highland, early in March, Lupo
 was on his way to Italy with a
 consignment of the counterfeit
 notes that he intended to put into
 circulation there.

It now became necessary to
 wait for Lupo to return from
 Italy, if Mr. Flynn's purpose of
 "bagging" both the leaders of
 the counterfeiting gang was to be
 carried out. If he had arrested
 Morello and the others,
 Lupo would probably not
 have come back at all,
 and so Mr. Flynn decided
 to wait for him.

It was a long wait for Lupo,
 but Mr. Flynn believed that it
 was worth while to hold out for
 his return before arresting Morel-
 lo and the others, who meantime
 were kept under the closest
 scrutiny. Not until January of
 the next year, 1910, was Lupo
 discovered by the Secret Service
 agents to be in New York. He
 had probably returned by way of
 Canada or Mexico for all supports
 of the United States had been
 watched for him. On January
 9th, Mr. Flynn triumphantly
 sprung his trap, which contained
 Morello, Lupo, Calicchio,
 Silvestro, Cina Giglio, Palermo,
 Cecela, with eight subordinates
 who had been concerned only
 with the passing of the counter-
 feit money.

In February the eight principals
 were tried together before Judge
 Ray and a jury in the Federal
 District Court. Entirely unaware
 of the extent of the evidence in the
 possession of the Secret Service,
 none of them felt any great con-
 cern when the trial began, even
 after they learned that Comito was
 to appear as a witness against
 them. They were defended by
 able lawyers, to whom they
 had paid big fees. Morello
 and Lupo in parti-
 cular considered themselves
 perfectly safe from conviction, not
 only because they knew that
 Comito's testimony that they
 had been connected with the
 plant at Highland would be con-
 troverted by all the others who
 had been there with him, but be-
 cause each of the bandit chief
 had prepared himself with the
 testimony of a physician that he
 had been ill in bed on the day
 that Comito would swear that he
 had been at Highland. Both had
 found that sort of evidence effec-
 tive in similar circumstances
 before.

But this time Mr. Flynn was
 ready for them with counter-alibi.
 He had had their family doctors,
 both Italians living in the Italian
 settlements, shadowed by his
 agents during the entire period
 of his watch on the counterfeiters
 themselves. Consequently, the
 Secret Service men were able
 to show not only that neither of

these physicians had visited
 Morello or Lupo on the days they
 professed to be ill, but also
 just what the movements of
 the men of medicine had been on
 those particular days. Corrobor-
 ation of this evidence came from
 an unexpected source. Gen.
 Theodore A. Bingham, who was
 police commissioner during this
 period and was endeavoring to
 break up the gangs under Morello
 and Lupo, had had his own de-
 tectives trailing those undesirable
 aliens for several weeks covering
 the time they claimed to have
 been ill in their beds. The re-
 ports of these detectives, taken
 from the files at police headquar-
 ters, showed that Morello and
 Lupo had left New York
 from the Grand Central Station
 for Poughkeepsie on the same
 days that Comito had previously
 testified they had visited the
 counterfeiting plant at Highland.

Mr. Flynn was further prepared
 to convict the entire gang of
 counterfeiters on other testimony
 than that of his own men or of
 Comito. To this end not only did
 the Secret Service men at the
 Grand Central Station and at the
 station at Poughkeepsie corrob-
 orate Comito as to the visit of
 Morello to Highland, but the con-
 ductor and brakemen on the trains
 coming and going, the ticket
 agent and a newsboy at Pough-
 keepsie, the livery stable man who
 drove him from the village to the
 farm, the letter carrier on the
 country road, and the proprietor
 and clerks of the drug store in
 Poughkeepsie where he used the
 telephone, came to court and
 swore positively that they had
 seen the named Sicilian going to
 or coming from the counterfeiting
 plant on the day in question. As
 many witnesses testified to having
 seen Lupo on the day he had
 visited

